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CAR Bust-

Nº10

For A World
Without Cars

The Magazine
of the Global
Car-Free Movement

Northern Winter 2000

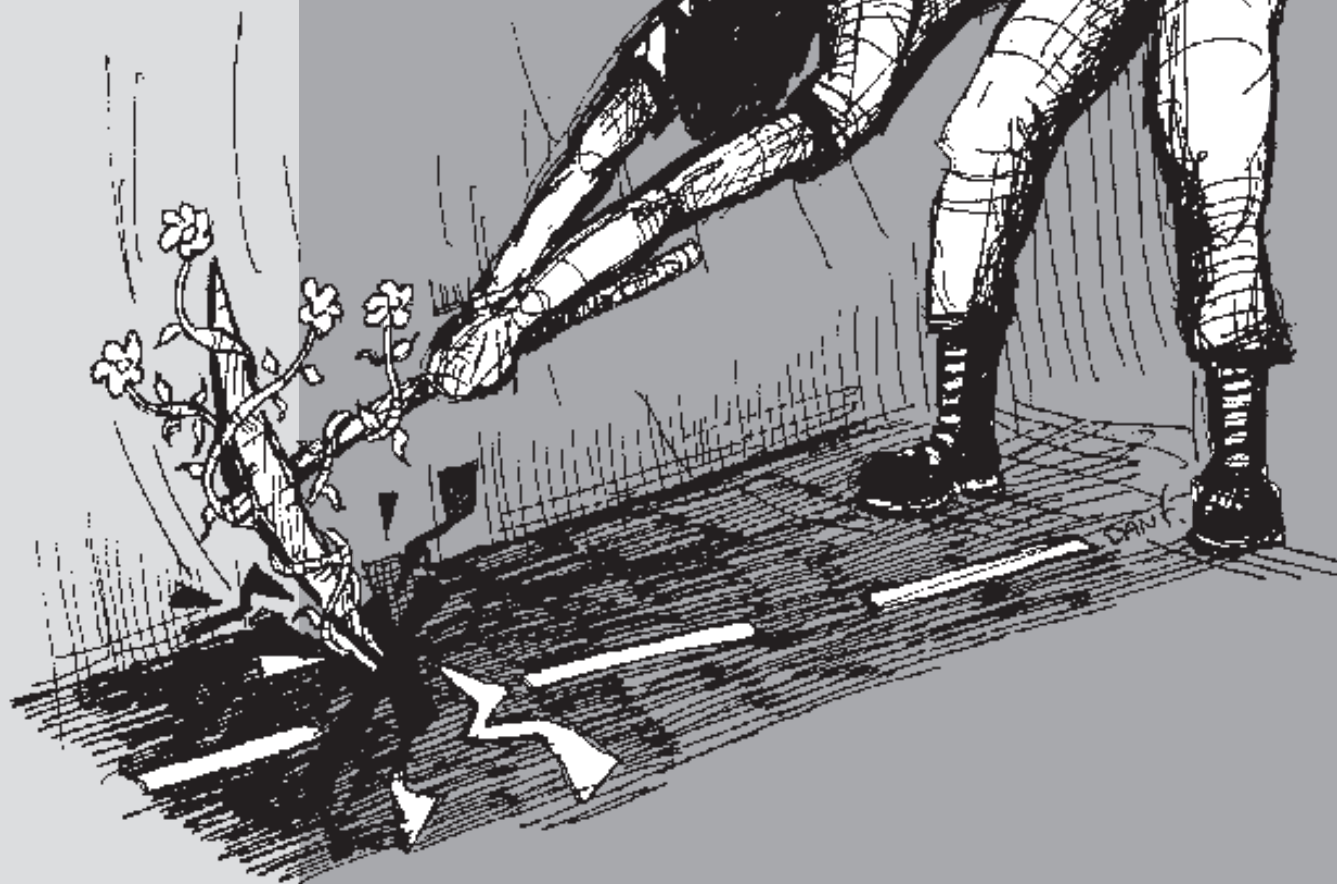
Reclaiming

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CAR Bust-



Contents

4 Letters

12 Action!

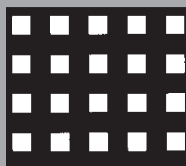
16 Skill Sharing

18 World News

28 Resources

26 Studies/Reports

31 Announcements



4 Cars Steal Our Home Territory
by David Engwicht, from "Street Reclaiming"

4 ...And Inhibit Social Exchange Opportunities
by David Engwicht, from "Street Reclaiming"



10 World Car-Free Day Report
Action round-ups from across the globe

15 Cartoons: "No Exit" & "Roadkill Bill"
The latest from Andy Singer and Ken Avidor



16 Depaving the World
Richard Register's how-to guide

20 Reclaiming Your Street
Taking back public space psychologically and physically



24 Book Reviews
Divorce Your Car, Cutting Your Car Use and CarFree Cities

28 Profiting From the Problem
A look at carbon trading and the climate crisis

Cover images:
Randy Ghent

Congratulations All Around



Finally, after fending off the FBI, Czech Secret Police, Interpol, Scotland Yard and all the world's media here in Prague during a fraught September, it's here, the tenth edition of Car Busters. The theme? Reclaiming public space—as in, taking space away from the car and reallocating it to community uses. Streets used to be for interaction, not just for getting elsewhere, ya know... Find out how to depave your world, bring joy to your neighbours, turn asphalt into forest and tarmac into playgrounds.

Also, congratulations to everyone who took part in World Car-Free Day, which was a truly successful, global event. Plans are already afoot to make the event annual, and to keep on building the network. Check out post-event reports in this issue. As usual, without you guys none of this would be possible, so thanks again, keep up the good work and keep sending in your contributions, photos, stories and whatever else you find lurking in your everyday lives. Viva la velorution!*

** Note: This slogan should not be taken as an expression of Car Busters preference of the bicycle over other forms of alternative transport.*



Nachdem wir im September das FBI, die tschechische Geheimpolizei, Interpol, Scotland Yard und alle Weltmedien in Prag abgewehrt haben, gibt es jetzt die 10. Car Busters-Ausgabe. Die Themen? Die Rückverteilung des öffentlichen Raumes von den Autos zu den Menschen. In der Vergangenheit waren die Strassen bestimmt für die Begegnung von Menschen, für das gesellschaftliche Leben und nicht nur für die Fortbewegung von A nach B, wusstet Ihr das? Diese Nummer zeigt Euch, wie man seine Umwelt vom Asphalt befreien, Leben und Freude in seine Gemeinde zurückbringen, und den Asphalt in Spielplätze verwandeln kann.

Jedem, der sich am weltweiten Autofreien Tag beteiligt hat, möchten wir danken, weil es (dadurch) eine sehr erfolgreiche Aktion war. Wir planen, diese Aktion zu einem jährlichen Ereignis und Erlebnis zu machen und das Netz der teilnehmenden Städte zu erweitern. Diese Nummer bringt also auch Nachrichten vom Autofreien Tag. Wie üblich wäre es ohne Euch nicht möglich gewesen, diese Zeitschrift zu machen: Danke! Und schickt auch in Zukunft Eure Beiträge, Fotos, Erzählungen und alles was ihr habt, ein! Viva la velorution!*



Finalmente, tras neutralizar al FBI, la policía secreta Checa, la Interpol, a Scotland Yard y toda la prensa mundial aquí en Praga durante un agitado mes de septiembre, ya está aquí, la décima edición de Car Busters. ¿El tema? Reclamar el espacio público, arrebatarle el espacio al coche y devolvérselo a la sociedad para uso público. Las calles solían ser un lugar de encuentro, no simplemente para ir o venir, ya sabes... Descubre como despavimentar

tu mundo, traer felicidad a tus vecinos y convertir el asfalto en bosque y las calzadas en patios de recreo.

Además, felicidades a todo el mundo que participó en el Día Mundial sin Coches, que realmente fue una acción exitosa a escala internacional. Ya hay planes en marcha para convertirlo en una jornada anual y seguir construyendo la red. No te pierdas las crónicas sobre lo que sucedió, en este número. Como de costumbre, sin vosotros nada de todo esto sería posible, así que gracias de nuevo, seguir con el curro y seguir mandando vuestros artículos, fotos, historias y todo lo que se os ocurra. ¡Viva la velorución!*

**Nota: Esta consigna no debe tomarse como expresión de que Car Busters prefiera la bicicleta a otros modos de transporte alternativo.*



La traduction française est fournie dans un supplément inséré dans tous les magazines destinés aux pays francophones. Contactez Car Busters si vous voulez le recevoir dans un pays non-francophone.



Pokud jste si časopis nejprve prolistovali, zjistili, že uvnitř žádná čeština není, a cítíte se proto podvedeni, nezatačujte nás ještě, prosím. Pro Vás máme speciální osmistrannou přílohu. Najdete v ní články o tom, jak vypadal Světový den bez aut, jak osvobodit zemi z područí asfaltu a vůbec zachránit ulice od trudného osudu přepravního pásu, také se dozvíte, jaký

výhodný obchod představují globální změny klimatu, a kdo z nich bude těžit (no hádejte). Samozřejmě nebudou chybět ani zajímavé studie, grafika a novinky.

Bust-

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Articles in this magazine do not necessarily reflect the opinion of Car Busters or its editors, although it's pretty damn likely.



Feeling alone with your opinion? Send a letter under 300 words, and we just might inflict it on all our readers.



Making it Guilt-Free

I'm a firm believer that a group has to go out and push the "envelope," make noise, be obnoxious, and draw attention to itself so that a second wave, a more moderate, more appealing, more mainstream group can then come in and make it happen with the masses.

I'm curious if this second group which I describe has been established as of yet? The reason I ask is, the concept of a car-free day is absolutely superb.

The adversarial message that Car Busters communicates will be ineffective at generating a following. Myself, one who loathes the fossil-fuel-powered vehicle, one who started an entire business around the belief that human scale vehicles have a place in our world, even I don't subscribe to Car Buster tactics. Your actual numbers must be incredibly small. I'm not saying it's wrong what you are doing as the envelope must be pushed. I'm saying, repackaging your message for the millions of receptive ears is your task if you are going to see Car-Free Day happen in your lifetime.

Make it fun.

Make it inclusive.

Make it blameless.

Make it educational.

Make it guilt-free.

But don't have your message be that all those driving cars are wrong! Those are the ones that you need on your side! They are the ones that are going to stop driving when they get excited about participating in such an awesome event as what you've outlined!

Philip Novotny, BOB Trailers Inc.
San Luis Obispo, California, USA

Just to Say Thank You

I teach in Japan. Recently I used material from your website in a quiz for some of my students. The idea for the poster [above] suddenly came to me. It might have been done before. Please feel free to use it or amend it if it can be of use. It's just to say thank you!

Also I'm now testing a co-

operative anti-car board game. The aim is to clear the board of cars! Thanks again,

Chris Hunt
Tokyo, Japan

Language, Please!

The plans for the Car-Free Day in Vienna are even worse than expected. There will be no traffic limitations whatsoever, only a call from the city councillor for traffic to the public not to use their cars.

F***him

[Name withheld to protect the innocent]

Vienna, Austria

Just Incredible

This was incredible. Pathetic. Abominable. Sleezy. Witless. Humiliating. Fantastic. Gorgeous. Well-structured.

Thanks for producing the monthly bulletin your way. It is so much fun to read but mainly it has a high (hidden) information value! If/when I feel rich enough, I will order the back issues and the two-year subscription. Looking forward to reading the next one. Sleepless,

Petr Kurfürst
Prague, Czech Republic

More Scope for "One Less Car"

I was delighted to just find Car Busters is making use of the slogan "One less car."

I created it years ago and gave it to Transportation Alternatives, New York's pre-eminent pedestrian and cyclists lobby. Years later, two bicycle apparel manufacturers, Specialised and Pearl Izumi, expropriated it for their own commercial use.

I write to encourage you to use "One Less Car" for more than stickers for bicycles. I would hope it would also be used on the back of backpacks and shopping bags, i.e., by people who walk instead of drive.

I congratulate you for the outstanding and important work you are doing.

Richard Rosenthal
New York City, USA

Are you Just Liberal Windbags?

Here are a bunch of obvious questions

that people resisting your "movement" are likely to ask. I think your concern is noble and I love my bike and hate my car. But I must commute as living closer to school (I teach) is impossible since my partner must commute in the opposite direction.

I think your rhetoric is a tad insensitive to those who don't wish to live in urban areas. Anyway I would really like to know if you have thought this through or whether you are just another liberal windbag barking at the moon, spoiled by never needing a personal automotive transport. Please show me I have the wrong impression of you by coming up with thoughtful answers to these questions.

1. What are your suggestions for people who must commute 50 km or more to work?

2. Is it your position that the entire world should be urbanised?

3. How shall temporarily or permanently disabled people get around?

4. How did you get that couch home?

5. How do you suggest food and other vital supplies be shipped?

Admiral Waltor

Somewhere in Canada [we think]

[Ed. Response: The answer is that there are short-term and long-term solutions to each of your concerns. The short-term solutions require some commitment by those who wish to be car-free not to take the easiest option—to drive—but to make a certain amount of sacrifice and accept some inconvenience. In the long term, it is necessary to have an alternative vision of the arrangement of society to make car-free living easy. To answer your questions, I have to outline this vision of the car-free society.

1. If you must commute 50 km to work, then we suggest that you move closer to work or find a job closer to home. If this is not possible, then use public transport, even if it does take longer. If this is not possible either, then car sharing schemes can allow you to use a car without owning one, and if that fails then car-pooling at least keeps some cars off the road. The main thing is to do what is possible in the short term, and then get active and campaign hard to make more possible and easy in the long term.

2. Certainly not. Our position is an attempt to stop the entire world from becoming urbanised, but the unsustainable patterns of transportation and city development that we currently have are causing sprawling cities to spread further and further into our precious countryside.

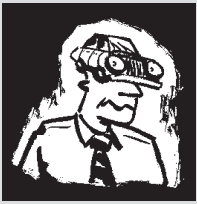
The redesigning of our transport strategy, enabling a condensing of our cities, is the only way to avoid the urbanisation of the entire world. This is a long-term process encompassing the redesigning of our cities, our public transport and our means of producing and distributing food, which will address several of your questions. The aim is to make transport of people and goods, etc., over long distances unnecessary, commuting across cities unnecessary and all transport and travel more sustainable.

To fully outline this vision in two sentences is not possible, but the idea is to transform cities from car-based developments into "pedestrian friendly" cities, with high density housing (which does not have to be ugly high rise blocks—medieval cities have beautiful homes but are high density) mixed with shops and offices and other workplaces. So

continued on page 27
Northern Winter 2000 Car Busters

"The automobilist is killing or maiming many victims...
but he is the only one who can today get back and forth with ease
over the greater district of Chicago."

- George Hooker in Paul J. Barret, *The Automobile in Urban Transport*, 1983



CAR CULT REVIEW

Porsche Target Children in Marketing Campaign

They can't reach the pedals. Yet German car manufacturer Porsche AG considers kids a critical part of its marketing strategy and has changed its U.S. advertising to appeal to them—not just their fathers or mothers.

Porsche calls children between six to ten "Generation Tech."—the group that has grown up with computers, latch key programs, roller blades and who are ripe for marketing manipulation.

"We are paying more attention to kids, they are our future buyers," says John Steel of Goodbye, Silverstein and Partners, Porsche's public relations company.

Porsche is so serious about this pool of potential buyers that it has gone into public elementary schools. The goal is to pick the kids' brains before they can become corrupted and spoiled by marketing.

Kids, the current thinking goes, are the open road of automotive advertising.

"We are trying to find different ways of



Starting children early...

looking at Porsche," Steel said. "When we were hired, Porsche was in a sales decline. They'd gone from (selling) 30,000 cars a year to 4,000. Business was looking bad. The imagery seemed tarnished. We wondered what had happened and when it happened. So we said let's talk to kids and see if they regard Porsche as a dream car."

"Dream cars that have been drawn so far depict long windy roads, setting suns, mountains and trees," said Porsche president Fred Schwab.

Steel adds that "many were Porsches." Both Steel and Schwab believe the ad-campaigns have been a success—Porsches are officially cool again. Apparently in the weeks since

its debut, the company has been barraged by kids and their parents, asking for freebie Porsche items like posters and baseball caps.

- Anita Lienert

Auto Eroticism

Concern is mounting world wide after the identification of a worrying new trend in adults. It's called "Auto Eroticism."

Evidence apparently lies around us in daily life as the words "beautiful, sexy" and "lovely" become words attributed to cars.

Auto Eroticism can be seen on display in public as people exhibit sensual pleasure in washing, waxing soft cloths over silky smooth surfaces—with careful attention paid to those oh so naughty cracks and crevices. More extreme behaviour can be witnessed at car shows where auto sexuals gather at car shows to—oh my god!—engage in vehicle swapping.

There is however a darker and more disturbing issue—what do autosexuals do in the comfort of their own garages. "Do they nuzzle the dash? Lick the grill? Does auto sex involve the exhaust pipe? Is lubricant used?"

- Adopted from a report by Victoria Transport Policy Institute

Grrr...Them Darn Greens

Green-minded city councilors in Oregon have announced a plan to dedicate millions of dollars to redesigning streets for walking, cycling, public transport and reducing road capacity. But not everyone is happy.

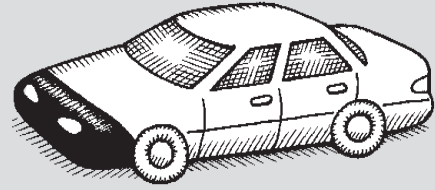
John Charles, director of the Cascade Institute based in Oregon has blown a gasket over this one. "Why are so many environmentalists and planning advocates hostile to roads?" he asks.

Hmm, nothing to do with social ills like urban pollution, promotion of suburban sprawl, traffic jams, increase in asthma in children and over half a million deaths per year. Rather, these new brake pads don't know how difficult things used to be. He wants to pack those exhausting environmentalists off to the wilderness so that they can appreciate how much highways have improved our lives.

"It's time to build the next generation of highways...the government needs to get out

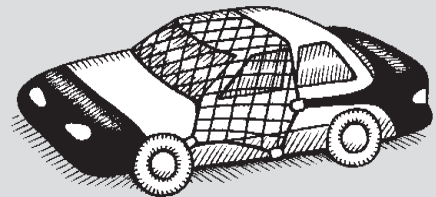
AUTOEROTICISM

CAR WITH BRA



SINGER

CAR WITH BRA, STOCKINGS & PANTIES



of the business and let the private sector do the job.

"Everywhere else in the economy," he belches, "where markets prevail we find an abundance of products at reasonable prices, the same process would work for highways." In the words of the infamous Bruce Springsteen, he sings "those two lanes will take us anywhere."

- Adopted from a report by Cascade Policy Institute

At Home On the Road

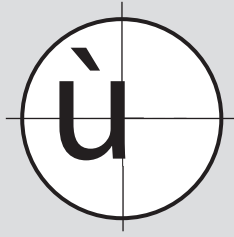
It had to happen...In a twisted convergence of corporate interests, car makers Ford and household appliance manufacturer Maytag have joined together to create the ultimate of minivans—the Windstar, your home on wheels.

"So many people live in their automobiles, everyone is on the go today and very starved for time," screeches Baker, president for strategic marketing at Maytag, "they want to take their conveniences with them." The Windstar minivan includes a fridge, freezer, microwave, TV and Nintendo game plug-ins on the floor. Snuggled in the back is a washing machine big enough for two T-shirts, a garbage compactor, and a built-in wet-dry vacuum. The Windstar will also include a computer that could link to household appliances of the future, so the driver could check how much milk is in the refrigerator before arriving home.

Ford and Maytag say that this type of vehicle is exactly what women want, allowing them a better use of time in their cars. "Ten years ago, installing a cupholder was a big deal," says Linda Lee, head of Women's Marketing at Ford. "Now you are dead without it."

- Daily News, April 8





Industry Watch

Digging the dirt on your favourite corporations.

Watching Us

Beware! Activists working on issues surrounding economic and political globalisation, international trade and the environment, are vulnerable to new industry initiatives to “fight back.”

Sony, for example, this summer presented its “action plan” for counteracting the efforts of environmentalists to a technology sector meeting in Brussels about the WEE Directive. The WEE Directive is a European Union proposal to phase out a raft of toxic substances in electronics, and make manufacturers take back their products for recycling once their useful consumer life is over. It has been heavily lobbied by environmental groups, but bitterly opposed by most multinational electronics firms.

Hence Sony's counteraction plan for environmentalists, which includes plans for “pre-funding intervention” and creates

a “detailed monitoring and contact network” to spy on us.

The “monitoring network” will employ one of the dozens of new internet “intelligence” agencies—such as London-based Infonics PLC—that monitor chat rooms, e-mail lists, electronic bulletin boards, online news services, newsgroups and more, to find specific data requested by a company or industry group.

Infonics PLC is not new to international environmental issues. It was previously hired by Shell to polish its corporate image after the Nigerian military executed a local environmentalist who was fighting against Shell's oil spills and environmental destruction.

As for “pre-funding intervention,” this seems to refer to a growing movement in the business community to take industry

problems with activists' agendas directly to our donors, charitable foundations and sponsors, to prevent funding in an effort to stall campaigns before they even begin.

Such as the website <www.truthabouttrade.com>. Supposedly set up by big agribusiness in response to the WTO protests, the site includes a list of environmental groups that took part in the protests and their sponsors. The site is a clear attempt to intimidate charitable foundations into not providing the groups with funds. While it doesn't come right out and say so, it does say “we intend to shine a very bright light on these groups, and hold them accountable for their actions.”

- via European Youth For Action's general distribution list serv

In 1998, in Corpus Christi, Texas, 17-year-old Matthew Hendricks was on his way to pick up his girlfriend. He was driving a Ford Explorer. The tread ripped off one of the Ford Firestone tires, causing him to lose control. He was thrown from the vehicle and killed.

Matthew Hendricks is one of more than 150 deaths around the world linked to Firestone tread separations. So the question is—what did Ford and Firestone know about these tires and when did they know it?

Journalists, members of the U.S. Congress, and trial lawyers are seeking to provide answers. Reporters have informed us that Ford and Firestone knew that they had a problem, but failed to notify federal regulators. Months ago, Ford and Firestone were ordering the recall of problem tires in Saudi Arabia, Venezuela and Asia—but not in the United States.

Ford and Firestone knew of at least 35 deaths and 130 injuries before the U.S. federal government launched a probe earlier this year. They knew about

these cases, because they were being sued by the families of the victims. (The parents of Matthew Hendricks settled their case earlier this year.) And as a condition of these settlements, Ford and Firestone were demanding that the lawyers who bring these cases not speak to anyone about what they found out during discovery.

There is much talk in Washington about expanding the authority of federal enforcement officials, of increasing penalties, of requiring auto companies to report overseas recalls to federal authorities here in the United States.

But these reforms are being pushed by the liberal corporate elite to put out a very hot fire that threatens the reputations of not just Ford and Firestone, but that also may plant the seed of doubt in the American mind (in an election year, nonetheless) about the ethical foundation of corporate America.

The families of the victims not only want the truth, and reform, but they also are demanding justice. And justice begins and ends with the criminal law. But when the auto safety law was first passed in 1966,

the auto companies prevented criminal penalties from becoming law. And they have blocked criminal penalties ever since.

U.S. Senator Arlen Specter recently introduced legislation in Congress that would establish criminal sanctions for executives who knowingly market a defective product that kills or maims. Auto safety activists want criminal penalties for any knowing or willful violation of the federal auto safety law. But even if the legislation is passed the list of prosecutors with sufficient resources and courage to take on America's most powerful corporations is short.

The New York Times ran a long investigative article by Keith Bradsher [which concluded] that the story of the Firestone tire debacle is one of “missed hints and lost opportunities.” That it might have been. But it also might be one of corporate crime and violence. And maybe even homicide. It's time we found out.

- Russell Mokhiber & Robert Weissman



Why Big Oil Backed

When I arrived in London on Sunday, [September 17] the city was like a jittery heroin junkie who had just shot up. The panic that gripped Britain when a coalition of truckers and farmers blockaded the nation's oil refineries had been replaced with an unreal calm. The gas was flow-ing again and, at the stations, dazed customers injected their tanks with rivers of unleaded.

As is the case with any powerful addiction, the fuel crisis hasn't disappeared; it has been, momentarily, sated. Protests against oil taxes are cropping up across Europe and they may well return to Britain after the moratorium called by the truck drivers expires in two months. Canadian truckers are even threatening to mount copycat actions.

Watched from a distance, the oil blockades in Britain look like spontaneous popular uprisings: regular working folk, frightened for their livelihoods, getting together to say, "Enough's enough."

But before this David and Goliath story goes any further, it deserves a closer reading.

There's no doubt that the fuel protests began when a couple hundred farmers and truckers formed blockades outside the oil refineries. But the protests became effective only when the multinational oil companies that run those refineries decided to treat those rather small barricades as immovable obstacles, preventing them from delivering oil to gas stations.

The companies—Shell, BP, Texaco et al.—claimed they wouldn't ask their tanker drivers to drive past the blockades because they feared for their "safety." The claim is bizarre. First, no violence was reported. Second, these

oil companies have no problem drilling pipelines through contested lands in Columbia and political revolts directed against them in Nigeria. When it comes to extracting oil from the earth, there seems to be no danger, including war-fare, that oil multinationals are unwilling to risk. Third, the truckers' "pickets" were illegal blockades since the pro-testers were not members of trade unions—unlike the cases in which union members form legal pickets and companies hire scabs to cross them anyway.

So why would the oil companies

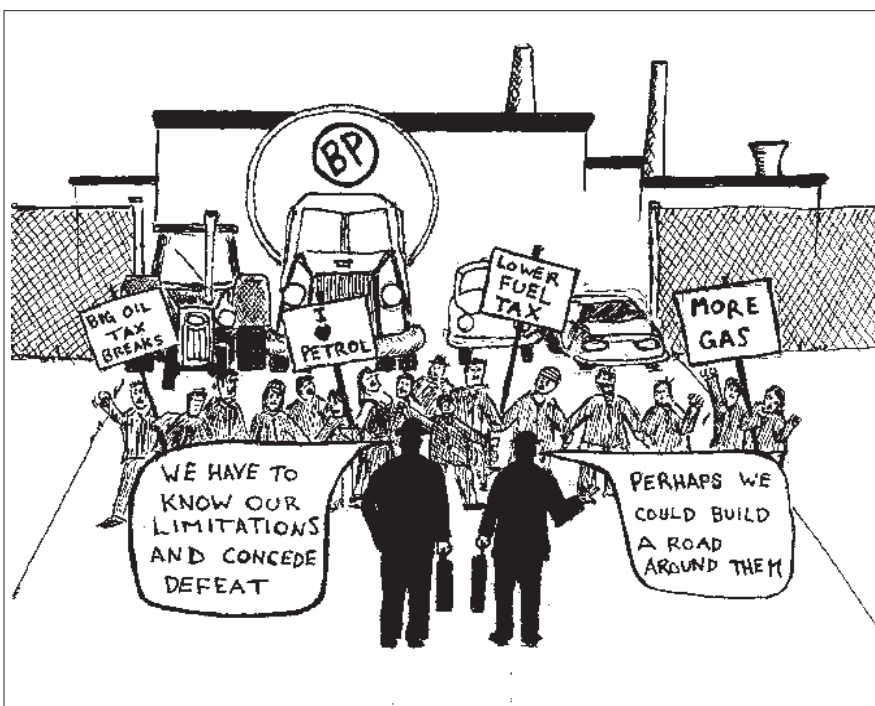
problems created by Big Oil.

More mysterious has been the government response to the illegal trucker protests. While Tony Blair has not caved in to demands for lower taxes (yet), he didn't clear the roads either, a fact all the more striking considering the swift police crackdowns against other direct-action protests in Britain and around the world.

The oil blockades in Britain and France were enormously costly. Final figures aren't in, but the protests likely caused more real economic damage

than every Earth First!, Greenpeace and anti-free trade protest combined. And yet, on Britain's roads last week, there was none of the pepper spray, batons or rubber bullets now used when labour, human rights and environmental activists stage road-blocks that cause only a small fraction of the fuel protest's disruption.

"We need to maintain the rule of law," the police invariably say as they clear the roadways, stifling the protesters' messages while painting them as threats to



tacitly co-operate with anti-oil protesters? Easy. So long as attention is focused on high oil taxes, rather than on soaring oil prices, the pressure is off the multinationals and the OPEC cartel. The focus is also on access to oil—as opposed to the more threatening issue of access to less polluting, more sustainable energy sources than oil.

Furthermore, the oil companies know that, if the truckers get their tax cut, as they did in France, oil will be cheaper for consumers to buy, which will mean more oil will be sold. In other words, Big Oil stands to increase its profits by taking money out of the public purse—money now spent, in part, on dealing with the

our collective safety.

Not this time. William Hague, leader of Britain's Conservative Party, characterised the men who closed Britain's rural schools and partially immobilised its hospitals as "fine upstanding citizens."

Perhaps the only "upstanding" way to protest these days is not out of concern for the broader good but out of pure self-interest.

What happened last week was a tax revolt on the road-way. The participants wanted a break on their taxes and happened to park big pieces of machinery in the middle of the road. That's not political activism. It's vigil-

Cars Steal Our Home Territory

DAVID ENGWICHT

For centuries, people have felt that the street in front of their house was an important part of their home territory. "Home" was not just the dwelling in which they ate, slept, and procreated. "Home" embraced the street on which people lived, the marketplace, the landmarks, the public buildings, and dozens of special places.

But the street outside one's house was a very special part of this extended sense of home. It was a place where the chatter and laughter of neighbourhood children could be heard; a place where the elderly sat, dispensing their wisdom; a place to sit and watch the drama of life being played out in the faces of both neighbours and those journeying through; a place for conversation, debate, and even protest; a place for celebrating the coming and going of seasons; a place to mark the important stages of life from birth to death.

In many European cultures, the occupants of houses ritualistically swept the street in front of their homes. This piece of street, while public, had a special place in their affections. In the map of their minds, it was part of their home territory—their outdoor living room.

The Importance of the Home Territory Tradition

Home territory provided a strong sense of place. And a sense of place can be very important in developing our identity as people. A sense of place is a feeling of affinity with the physical environment.

The elements that make up our physical environment become the repository of our memories and affections and therefore cease to be merely physical elements, but grow into an essential part of our mental landscape. A bench ceases to be just a bench if it is where we stole our first kiss or where we had an intriguing conversation with an eccentric stranger. A tree ceases to be just a tree if we played in it as a child or stopped off on our way home from school to eat its fruit. A street ceases to be just a street if it is where we met an elderly person who enriched our life with wisdom and tales of the past. The bench, the tree, or the street become part of us, and we become part of them. Every time we see them or use them or conjure them up in our imagination, we "come home." They become a safe haven where our identity is reconfirmed.

Within a properly functioning community, each individual gives specific "gifts" to the other members of the community.

These may be gifts of leadership, a listening ear, wisdom, a smile, or

watching the kids playing. It is in the giving of gifts to others, and the acceptance of those gifts by others, that our identity is affirmed. In traditional urban cultures, the street immediately outside one's home, together with the marketplace, were the chief places for this exchange of gifts.

Home territory therefore helps develop our identity by giving us a strong attachment to our physical environment and by providing a setting for community building through the exchange of gifts. Both are essential to our emotional, spiritual, and psychological well-being.

How Traffic Erodes the Home Territory Tradition

In 1970, Donald Appleyard conducted some ground-breaking research in San Francisco. He chose three residential streets which, on the surface, were identical, except for their levels of traffic.

One street carried 2,000 vehicles per day and was called Light Street in his study. Another carried 8,000 and was called Medium Street. The other carried 16,000 and was called Heavy Street. He asked people to indicate where their friends and acquaintances lived in their streets. Those on Light Street reported having three times more friends and twice as many acquaintances on their streets as those on Heavy Street (Figure 1.1).

A clue as to why the people on Heavy Street had three times less friends and acquaintances than the people on Light Street emerged when Appleyard asked residents to draw on the map of their street what they considered to be their "home territory" (Figure 1.2).

The results were dramatic. Those with light traffic on their street marked out a territory which covered the entire road and both sidewalks. Those on Heavy Street never marked the road as part of their home territory. Few marked anything past their own front yard. As speed and volume of traffic increased, the area people considered to be their home territory shrank.

Appleyard discovered that traffic does not just take over physical space. It has a "zone of influence" which intimidates and takes over a space psychologically. As the

speed and volume of traffic increased, the zone of influence grew and the home territory shrank. On Light Street the children still played in the middle of the street and people would stop there to talk. But as traffic increased, these activities moved to the sidewalk. As the traffic increased further, the function of the sidewalk changed from being a space for play and socialising to being a space used "solely as a corridor between the sanctuary of individual homes and the outside world." The abandonment of the sidewalk as a space for socialising creates a vicious circle. Children and adults abandon this space because it is dirty, dangerous, and noisy. The removal of these activities makes the space even more barren and increases the feeling that it is some kind of alien territory. So it is abandoned even further.

However, Appleyard found that the shrinking of home territory did not stop at the sidewalk. On Heavy Street, there was a dramatic decrease in the number of people gardening or simply sitting on their front steps. Nor did the shrinking stop at the front steps. Many people on Heavy Street had abandoned the front rooms of their dwellings, using them more as a buffer between the street and the back rooms of the house. Thus, some people on Heavy Street had even lost parts of their internal living space as part of their home territory. One reason people on Heavy Street had fewer social contacts is precisely because they had less territory on which to transact social exchanges.

The last step in this saga of shrinking home territory was that some people abandoned their homes altogether, thereby disrupting existing social networks. This, combined with the shrinking home territory, explained why people on Heavy Street had fewer social contacts in their street. According to Appleyard, people on Heavy Street tended to treat their home as a transient hotel rather than a residence.

Appleyard concluded his study with this observation: "The contrast between the two streets [Heavy and Light] was striking. On the one hand alienation, on the other friendliness and involvement." n

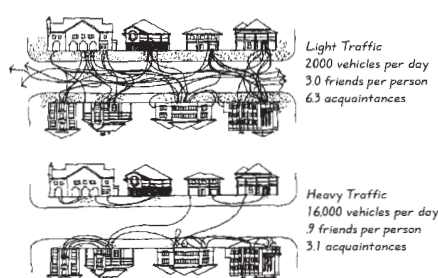


Fig. 1.1. Lines show where people said they had friends or acquaintances. (Adapted from D. Appleyard, *Livable Streets*)

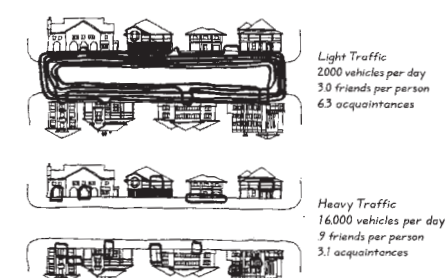


Fig. 1.2. Lines show areas people considered to be their 'home territory'. (Adapted from D. Appleyard, *Livable Streets*)

...And Inhibits Social Exchange

Let's go back to the most fundamental questions of all: why do we build cities, and what is the role of a transport system in a city?

I would define a city as an invention to maximise exchange opportunities and minimise travel. These exchanges may be exchanges of goods, friendship, knowledge, culture, work, education or emotional and spiritual support. We choose to live in cities because exchange, or human interaction, is the real stuff of life. As humans, we crave reciprocal relationships, new ideas, and surroundings that stimulate all our senses. Cities are a deliberate concentration of these exchange opportunities in order to increase their accessibility.

However, we still need to move to gain access to these exchange opportunities. This means that cities must devote some of their space to movement. Cities are therefore composed of two types of space: exchange space and movement space.

Now, the more space a city devotes to movement, the more the exchange space becomes diluted and scattered (Diagram 1.3). The more diluted and scattered the exchange opportunities, the more the city begins to lose the very thing that makes it a city: a concentration of exchange opportunities.

One of the ways cities historically increased their efficiency and the density and diversity of exchange opportunities was to use streets as a dual space for both movement and exchange. While making journeys on foot or bicycle, people would engage in a wide range of spontaneous social, cultural and economic exchanges. Public transport continued this dual use of space. There were plenty of opportunities for spontaneous exchanges on the walk to the public transport stop, and while riding with others.

This notion of streets existing not just for movement but also for exchange was built into the very structure of older city streets. Wander around the core of any European city and you will find that the streets are a series of "outdoor rooms" connected by "corridors." You wander down a narrow passageway and suddenly it opens out into a larger space. This may be a square, or the room may simply be the result of the way the buildings

have grown up organically over centuries. It is in these outdoor rooms that you find people sitting, that you see outdoor cafes, market stalls, buskers, etc. From inside this room you will see a number of "doorways" leading off into passageways or streets that connect to the next room. This structure encourages people to pause in each room to consider if they should participate in one or more of the exchange opportunities offered there and then puts people in the position of having to make a decision: which way now?

The Importance of the Exchange Space Tradition

To modern urban planners, the organic street patterns of older European cities seem chaotic and inefficient. However, they only appear this way if your goal is to improve the efficiency of movement within the city. If your goal is to increase the diversity of exchange opportunities and the efficiency with which these exchanges can be transacted, then the organic street patterns have their inherent logic.

Corridors in a house, which can only be used for movement are often referred to as wasted space. They are considered a waste because what we value about our house is not the movement between rooms but the activities facilitated by the rooms: meals with our family or friends, a sunny corner to read a book, soaking in a hot bath, a night of passion before sinking into sleep. As much as possible, good house design minimises corridors and maximises room space. To achieve this goal, rooms take on a dual function of movement space and living space. The inherent logic of the organic street layout of older cities was that it adopted this design principle. Streets performed the dual function of movement space and living space, minimising the space used purely for movement. This allowed the city to fulfill its mission of delivering diversity of exchange opportunities much more efficiently. The higher density of exchange opportunities meant that journeys were both shorter and more interesting. In addition, the organic layout meant that there were many combinations of routes in getting from point A to B—again making each journey more interesting and increasing the variety of exchanges one could potentially engage in.

How Traffic Erodes the Exchange Space Tradition

The introduction of the car produced a double blow to the overall exchange efficiency of the city. Firstly, it converted the dual function of streets into a single function: that of movement. This is like taking the rooms in a house, removing the furniture, and declaring

that they are now a corridor for movement. Converting the dual function of streets into a single function not only destroyed the spontaneous social, cultural, and economic exchanges that once took place in the street, it eroded the home territory on which these exchanges could be transacted. Secondly, movement by car demanded at least 70 times more road space to move each person than when people walked. This extra space could only be obtained by handing over more of the city to movement space, which in reality meant destroying exchange spaces and converting these into movement space. This put the whole city into a vicious circle (Diagram 1.4). Destinations were scattered and everyone forced to travel more and try and compensate for lost exchanges. This extra traffic further eroded and diluted exchange opportunities.

Looking to the Future

Cities are threatening a major ecological disaster. They are consuming valuable farmland and natural environments as they spread out. The forced extra traffic is generating emissions that are the chief contributor to global warming. The tradition of seeing cities as an invention to maximise exchange opportunities while minimising travel gives us a basis for building more ecologically sustainable cities. The first step is to restore the dual functions of the streets as places for both exchange and movement. If we do this, we will reap more than just more sustainable cities. Our neighbourhoods and cities will become more lively, interesting, and stimulating places to live. We will spend less time traveling and more time enjoying the reasons for which we travel. n

Both these articles were extracted from Engwicht's book *Street Reclaiming*. See page 25 and Resources for further details.

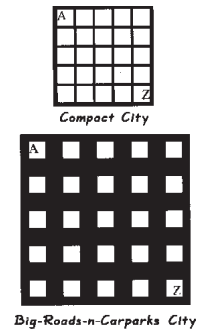


Fig. 1.3 Both these cities have the same amount of exchange space (white area). However, the exchange spaces are more scattered in the second city because it devotes more of its space to movement (black road and carparking space). The people who live at A are therefore forced to travel further to access the exchange of Z.

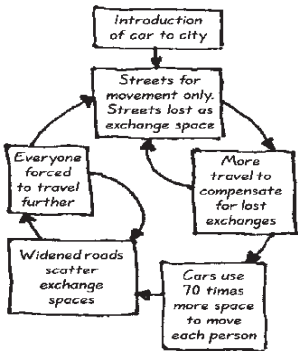
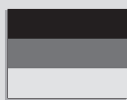


Fig. 1.4 The vicious circle that erodes exchange opportunities and scatters the city

TRANSLATION

Traducción • Übersetzung

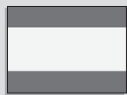


Deutsch

Endlich geschieht es! Aktivisten, die den nachhaltigen Verkehr oder sogar noch enger gefasste Themen, wie z.B. Radverkehr, zu ihren Betätigungsfeldern erkoren hatten, realisieren, dass der springende Punkt nicht nur beim Verkehr liegt. Dass die Strassen nie primär für den Verkehr bestimmt waren.

Strassen waren, wie David Engwicht erklärt, der Schauplatz des Soziallebens. Das Auto nahm diesen Schauplatz und reduzierte unsere Strassen auf eine einzige Funktion: Verkehr. Bis vor kurzem haben die meisten sich für nachhaltigen Verkehr einsetzenden Aktivisten die Behauptung nicht hinterfragt, nach der Strassen nur von A nach B führen sollen. Also haben wir einige Radwege bekommen. Wir haben einige Straßenbahnen bekommen. Aber wo ist das Leben auf den Straßen? Was wir tatsächlich brauchen ist weniger Betonung der Mobilität und mehr Gelegenheiten für sozialen, kulturellen und wirtschaftlichen Austausch, genau dort wo wir uns befinden.

Die Menge des Autoverkehrs ist determiniert durch den ihm zur Verfügung stehenden Raum. Deshalb kann das Ziel nicht nur eine parallele Verbesserung des öffentlichen Verkehrs sein, solange Autos denselben Straßenraum einnehmen. Im Gegenteil: Der jetzt von Automobilen okkupierte Raum muss anderen Verkehrsträgern zur Verfügung gestellt werden. Aber nicht nur! Klar, es soll Fahrradspuren geben. Und es soll eigene Gleiskörper für Straßenbahnen geben. Aber wenn wir Plätze kreieren wollen, die zur sozialen Interaktion einladen, die Begegnungsräume sind, müssen wir die Straßen gemütlicher gestalten. Her mit den Straßenmöbeln! Geht und pflanzt den Gemeinschaftsgarten! Errichtet den Spielplatz! Stellt das lebensgroße Schach auf und ein Schwarzes Brett ebenso. Kurz: Nehmt den öffentlichen Raum für das öffentliche Leben. n



Español

¡Por fin está aquí! Los activistas que habían definido su orientación como "el transporte sostenible" se finalmente dan cuenta de lo que el transporte por sí no es la esencia del problema. La esencia verdadera es que la calle no servía primariamente para la circulación

en el pasado.

La calle solía ser, como David Engwicht explica, el escenario para la vida comunal. Cuando el automóvil vino, usurpó este espacio y dio a la calle una singular función: circulación. Y hasta hace poco no había la mayoría de ellos quienes trabajan para el transporte sostenible examinado esta premisa elemental—que la calle tiene que servir principalmente para moverse de lugar a lugar. Por consiguiente hemos obtenido algunos carriles de bicicleta y algunas tranvías más, pero ¿donde se ha quedado la vida pública?

Lo que de veras faltamos es menos acento sobre la movilidad y más oportunidades para la interacción social, cultural y económica en la calle. Todo el mundo ya sabe que cuanto más espacio se dedica al automóvil, tanto más circulación se obtiene, y por eso no basta mejorar el transporte público si esto no sea acompañado por quitar cierto espacio de los automóviles. Nadie duda que los carriles de bici y las tranvías sean útiles, pero si queremos crear espacios cuales atraigan interacción social—si no queremos que nuestras calles sean sólo corredores para movimiento—tenemos que poner muebles en la calle.

Entonces ¡bajad en la calle y fundad el jardín comunal! ¡Construíd el campo de juego! ¡Jugad el ajedrez en tamaño natural! ¡Instalad el mural para su comunidad! Y sobre todo ¡restituíd los espacios públicos a la vida pública! n

Creative Uses of Public Space

So you've read all about loss of home territory and you feel enraged. Want to take back the street from the cars and don't know what to have there instead? Courtesy of a mad brainstorming moment in the Car Busters office here we have, in no particular order of preference, our suggestions of how to help rebuild community spirit, encourage laughter in your streets and make your neighbourhood a fun place. But, if you prefer to hear what the professionals have to say, check out the final extract from David Engwicht's Street Reclaiming on page 20.

- Community gardens, orchards or vineyards
- Blind-friendly garden, with very tactile and scented plants and flowers
- Disabled-friendly garden, with raised flower beds to enable gardening from a wheelchair
- Urban wildlife recovery zones—wild flowers, plants, animal and bird boxes
- Giant chess sets or board games
- Playgrounds for adults—climbing frames, slides, roundabouts, bouncy castles, whatever!—all in adult size
- Playgrounds for kids (oh, that's so traditional!)
- Sculpture parks—ones you are allowed to touch and climb on
- Tables for playing cards, chess, dominoes, or whatever the old men in your town most like to do while "chewing the fat"
- Art walls—paint what you wish, or put up poetry, stories, photos
- Community free box—"give and take" clothes, furniture, books, etc.
- Band stands/music stages and regular events for all ages
- Climbing walls and hanging ropes for climbing (and a few monkeys?)
- Sandy beaches and sand castles
- Waterparks, fountains, paddling pools and outdoor swimming holes
- Petting zoo—where kids get to touch (presumably not each other)
- Bumper cars (non-electrified) or bumper boats
- Bonfire heaps with monthly fire night and barbeque
- Community bulletin boards—local events, rideshare, buy/sell...
- Big inflatable punch-bag-type things—for stressed execs, bored housewives or jilted lovers to take out their tension...
- Hammock zone (with beer coolers if you bring your own)
- Windmill (at first we said this just because we like them but then we realised they also have an educational value on sustainable energy!)
- Footprints, giant boots and feet for climbing on, and hollow foot shapes or any creative form of stepping stones
- Ice rink or 1970s-theme rollerskating complete with music by the Village People!
- Picnic tables and free tea dispensers
- Neighbourhood sauna and/or hot tubs
- A maze (for you and your pets)
- Arts and crafts market
- Garden growing biomass products for making energy, which can be given free to anyone who can use it
- Sewage sinks—i.e., reed beds that can be used for natural/compost toilets
- Pedal-powered video/cinema screen
- Duckponds—with ducks!
- Or a frog lake—real frogs, frog spawn excitement for kids and food for birds (and Frenchmen!)
- Grindstones, spinningwheels, weaving looms, pottery ovens, etc.
- Windchimes and musical instruments made from natural products
- Sexual liberation zone—with red lights, free condoms, pink triangles, thigh-high boots, rainbow flags, phallic-shaped bush sculptures and red AIDS ribbons on trees (this last one was Debbie's idea)



These are our suggestions, take them and go wild! Reclaiming public

Public Space: Before and After

photos: John Steere



Halcyon was a streetcar juncture point before the big automobile companies conspired to destroy them all. They left a big huge asphalt no-man's land in the middle of the street. Over a three-year period, a neighborhood group organized, built consensus, designed the park, raised money, and helped the city get grants to turn it into a park.

photos: Richard Register



A garden for vegetables and socializing was created at an apartment building for Berkeley residents who had previously been homeless, as explained in "Depaving the World."

photos: from Public Spaces - Public Life



Nyhavn, once a busy part of Copenhagen harbour; became a parking area when harbour activities dwindled. But in 1980, this picturesque quay was turned into a pedestrian area.

photos: Randy Ghent



Public space for both exchange and low-speed movement



Public space sacrificed for high-speed movement



*We're waiting...
Send in your action
reports by our
next deadline, and
share your creative
ideas with activists
around the world.
Really, we are
waiting...*



World Car-Free Day 2000

It was the first-ever global
day of action against car
culture.

A victorious moment
of global cooperation,
autonomous action and
direct democracy.

We took action to reclaim our streets and lives from domination by the automobile, to spread the word, educate and disseminate an alternate vision. Read these reports to get a global view, but remember—it doesn't end there. World Car-Free Day 2000 was just the beginning, the next global day of action against the automobile will take place on Thursday, September 20, 2001. (That's the third Thursday of September, for anyone who wants to figure out the dates for 2002, 2003, 2004, etc!)

Adelaide, Australia

Knowing full well the Adelaide City Council or the state government of South Australia would never support a car-free day, we decided to announce it ourselves.

We printed up 1,000 A2 posters and 5,000 A5 flyers and distributed them around town. The propaganda announced the centre of Adelaide would be closed to cars on September 21, 2000. They also contained the logos of The Government of South Australia, Transport SA and the Adelaide City Council. The phone number for further information was that of the "Advertiser" newsroom, the State's only major newspaper, with its predictable business as usual views.

The posters were pasted up and the flyers were put under car wind-screen wipers.

According to an eye-witness

account, the State Minister for Transport "really freaked out" when they were handed a leaflet. It would have been belly-achingly funny to have been a fly on the wall in various departments.

The SA Government and the Adelaide City Council felt compelled to issue a media release to unveil the hoax. Consequently it received television, radio and print coverage two days before the 21st.

Could it have been my imagination or did there really seem to be less cars in the city that day? I know of at least five people who didn't drive into town because they believed the posters and didn't see the media announcing the hoax.

That evening we had a celebratory Critical Mass ride through the city.

- Karen

Boston, Massachusetts, USA

Greetings from Boston, where we just had an awesome demonstration on car-free day. We targeted an infamously dangerous intersection for pedestrians and cyclists, and 250 to 300 demonstrators with banners and puppets created a moving picket that took over the street for an hour!

The state police were called out, but there was no trouble. Police even co-operated with us by helping stop car traffic on a six-lane road.

We had an incredible amount of media coverage—and the largest newspaper in the area, The Boston Globe, called for a government-sponsored car-free day, and basically supported our action. Thank you for the inspiration.

- Suzanne, Broadway Bicycle School and Bikes Not Bombs

Bratislava, Slovakia

We started on Thursday morning, World Car-Free Day, by having a "picnic" on a small "green island" right in the middle of a very busy crossroad. Families with gas masks had

breakfast at a table surrounded by banners and journalists. [See photograph.]

In the afternoon we made another show in the centre, on the square that was to be closed the following day as the only contribution of Bratislava's municipality to the European Car-Free Day.

We filled an old car with soil and plants—local firemen helped us to cut the roof away—and afterwards it was painted and symbolically buried as an obsolete form of transport (with bikers and skaters jumping over it). We also ran an exhibition on the negative effects of the car and its alternatives and have had very good media coverage.

The next day, European Car-Free Day, the show continued on the same square with the opening ceremony of some brand-new bike parking stands by the Old Town mayor, a Parking Service Company representative and activists. It may seem ridiculous but we felt we should congratulate them for this action and empower them to do more.

Afterwards, symbolic immobilisers were put on the wheels of cars parked on the square and a bikers' Critical Mass (if 25 bikers can be called a mass) rode around town, using a new bike lane. The "dead car" and the exhibition were still on the square.

- Matúš, Slobodná Alternatíva

Luxembourg

We had a reclaim the street party here, the second in Luxembourg. We had great weather when we gathered at five o'clock in the centre of the town. At half past five we went to the Rue de la Gare, a one-way street with two lanes, which was already totally blocked by a traffic jam. So it was a very nice view to see this street car-free in the one direction, but full of noisy cars in the other one. The two people who climbed lamp posts to build a walkway over the street particularly enjoyed that view.

But due to chaotic organisation the police were able to catch our car with all the equipment for the planned concert, so we had to help ourselves with drums and guitars! The rest of the time the police were peacefully watching us—100 people celebrating the free street—it was only towards the end that they started to write down some addresses.

After two hours we retired, some disappointed because there was no concert, but most happy, because most people thought it would not be possible to block such an important street at such a crucial time of day.

- Jan, LIFE

Memphis, Tennessee, USA

I just wanted to express my gratitude for everything you do. With the resources and inspiration obtained from Car Busters, Car-Free Day was a success here in Memphis.

There were less participants than I hoped, but more than I expected. Memphis is an incredibly automobile-centred town, but we managed to make our presence known and educate car-stricken people. The main event was the first-ever Memphis Critical Mass, at the heart of rush-hour.

Having never experienced a group of cyclists controlling the road, motorists had no idea how to react. As the traffic piled up behind us, we rode and danced and sang to a symphony of car horns. We were half-heartedly threatened by the police, but they were powerless to stop our pack of car-free enthusiasts.

In addition, we passed out educational leaflets, telling what we were doing and why, and "Stop Driving" signs appeared throughout the city, thanks to your timely materials. All in all, it was a successful event and kicked-off what will now be a monthly Critical Mass in Memphis. Much thanks is due to Car Busters for their hard work towards World Car-Free Day.

- Jon

Mexico City, Mexico

We are organising an action for a bicycle and human-friendly car-free city.

We will read a bicycle manifesto, and the bike cab riders will read a discourse too—they are facing severe official limitations on the use of bicycle cabs! Then we will take photographs and deliver them and the manifesto to the newly elected government officials and the press.

The day after we will join the last ride of the first solar car in Mexico in its last journey to Teotihuacan!

- Areli, Bicitekas

A local newspaper reported:

"In Mexico city, protesters from Bicitekas and el Movimiento Bicicletero united in a festive action on World Car-Free Day.

They took over la Plancha del Zócalo for an hour, riding on bicycles and calling for more bicycle use. They then held a five minute 'Die-in' to call the attention of drivers and passers-by to their protests. Information was given out to passers-by before the protesters moved to the local government office to protest the 'de-humanisation' caused by automobile use."

Montreal, Québec, Canada

I was at Chapters bookstore at 7p.m. to present Carfree Cities by Joel H. Crawford.

I did a speech focussing on the obvious disadvantages of cars and what the car-free city will provide us, as well as how we're going to move people and freight when cars are finally buried under our feet...

- Louis-Luc

Morgantown, Virginia, USA

We celebrated World Car-Free Day with a Critical Mass ride. About 25 cyclists

did a couple of loops through the downtown core chanting "Hip Hip Hooray, It's Car-Free Day!" and "Whose Streets? Our Streets!" among other slogans. We attached signs to our bikes with simple messages, such as "Cars Kill" or "Auto-holics Recognize Addiction." Five participating pedestrians handed out literature to stopped motorists and curious bystanders.

After the Critical Mass ride we gathered in front of the university's student union building to sing "Wouldn't It Be Nice If Cars Were Banned," by Heather Lev. Participants filled out personal pledges of specific actions they will take to reduce personal automobile use. We will present these pledges to city council, along with a call for improvements in Morgantown's alter-native transportation infrastructure.

The action ended with a moment of silence for Nigeria's Ogoni People. Although this was planned as a one-time event in honour of World Car-Free Day, participants were enthusiastic enough to decide to hold monthly Critical Mass rides in Morgantown.

- Mike, Student Sierra Coalition & West Virginia Economic Justice Coalition

Prague, Czech Republic

Early morning pixies stole the lime-light with a banner drop over the main road into Prague, proclaiming the city centre shut to cars.

The day continued with activists taking to the streets, despite adverse weather conditions, for a fantastic performance of street theatre. Linking World Car-Free Day to local issues and teaming up with INPEG, Car Busters' street theatre performance highlighted the role of the IMF and World Bank in car culture—especially promoting infrastructure development over the policies of national governments and enforcing privatisation of public transport.

The theatre also highlighted the environmental destruction and human costs caused by road building for profit and corporate welfare.

We simultaneously issued a press release with our demands to the IMF and World Bank on these subjects, and suggested that they "get off their lazy fat bureaucratic arses and use Prague's excellent trams" during their week of meetings! It seems at least some of them took the principle of using public transport to heart, as they snuck out of the conference centre on the September 26 Global Day of Action by using the metro!

- Car Busters and INPEG



A break in the month-long Romania Bike Tour

Romania

For car-free day TPN organised a three-week-long bike tour. We demonstrated for more bike lanes and car free spaces in Romanian cities and tried to kick-start a Romanian traffic network to keep this enthusiasm and energy alive after the Towards Car Free Cities II conference and the biketour.

We tried to raise the awareness of sustainable transport in the Romanian public consciousness. The situation in Romania with regards to such things can be described as non-existent, so we are really starting from scratch here. Other groups aren't even interested in working with us...but this will all change when we kick their asses!

- Tom, Tinerii Prieteni ai Naturii

San Francisco, California, USA

The efforts of our first Car-Free Month in San Francisco (and tomorrow the world!) are pretty successful. The concept of Car-Free Month is something that no one can refuse, the idea is to recognise those who live without cars, and bring attention to the goal of car-free living. Summary of the actions and events that took place:

September 1, memorial for Becca Kresse, killed by a raging driver.

September 5, Katie Alvord, author of *Divorce Your Car!* at the Sierra Club bookstore.

September 8-10, anniversary of BART strike and Bay Bridge rides.

September 13, Remember Bliss: 101st anniversary of the first person killed by a car in North America. We gathered on the steps of the Metropolitan Transportation Commission to expose their role in creating car dependency and death by automobile.

September 16, Bicycle Teach-In and Dinner. September 21, Question: Who are the biggest pushers of autoculture to the public? Answer: The corporate media.

We joined numerous groups to protest the National Broadcasters' Con-vention, which opened that morning, for being influenced by automobile and petroleum interests. We massed at the centre with Sport Utility Bicycle (or SUB) frames, making bikes as big as cars, and had

lots of flags and banners. The demo was fun, it was great to see all those feisty bikers acting like and taking up the space of cars! We had spoken with San Francisco Police Department earlier about our right to do this and the Sergeant I spoke with actually apologized for how unaware of bicycle rights SFPD officers have been. He said the Department is working hard on improving that. The Berkeley City Council passed a resolution unanimously in support of Car-Free Month!

September 24, BFBC Membership Appreciation Party And Bike Film Fest.

September 26, Reclaim the Streets party to protest economic globalization, including the role of auto/oil companies. In solidarity with the Prague IMF/World Bank protests.

- Jason, BCLU

Sault Ste. Marie, Canada

Dear fellow anti-car enthusiasts: We made a presentation to the city council and the mayor took our challenge to go car-free on September 21. We asked to have free public transit but were told it was too late.

Together with the Sault Cycling Club we sponsored a contest, advertised in the local newspaper, where eligible participants (i.e., anyone car-free on September 21) could phone, fax, mail or email their name for a free draw for prizes—30 registrants received a bright World Car-Free Day shirt with the logo on the front and “One Less Car” proudly displayed on the back. Participants also received a certificate of achievement for being an outstanding citizen. Media coverage was extensive—several television and radio interviews, and newspaper articles. Next year the city council might be able to offer free public transit for the day.

- André, Back In Motion

All Over Spain

Although the anti-car movement is not very strong in Spain we managed to hold actions in a number of cities. Ecologistas en Acción together with other groups organised activities with the slogan “¡Ni un día más con tanto coche!”—“not a single day more with so many cars”—in (at least) Madrid, Barcelona, Sevilla, Valladolid, Salamanca, Cádiz, Zamora and the Canary Islands.

In Madrid we stopped the traffic for about twenty minutes in a central square which is in the main avenue of the city, with eight lanes for cars. There is no pedestrian walk there: if you want to cross the street you must go through a filthy underpass with lots of stairs. The action was organised by several groups: environmentalists, cyclists, pedestrians and the federation of disabled persons of Madrid.

We denounced this situation as an example of a city that is planned for the car and not for people, and we demanded that city council set

a decent pedestrian way in the square instead.

The action had a great deal of press coverage, and we were able to transmit all our anti-car cult messages, which is a thing that doesn't happen very often. We think one of the reasons of the success is the participation of disabled people in the action. This prevented problems with furious drivers and the police, which are quite common in this kind of action, and drew the attention of the press. So maybe this is an idea that can be useful for other groups.

We also know that some events took place in other places like Gijón, Bilbao and Valencia organised by other groups like Coordinadora con Bici.

- Juan, Ecologistas en Acción

Traverse City, Michigan, USA

Activists and cyclists celebrated World Car-Free Day by staging the region's first-ever Critical Mass ride. Approximately 100 people—including children, a city commissioner, local transportation reform advocates, and dozens of bike commuters—pedalled slowly about three blocks, blocking both lanes of eastbound traffic, in an area which remains inhospitable to pedestrians and cyclists, despite count-less pleas to city government for speed limit enforcement, crossing lights and bike lanes. Some participants walked the route, passing out informational flyers to drivers stopped in the traffic. Other participants carried signs with slogans such as “We are Traffic” and “In-town Bus Station now”.

The demonstration was peaceful, joyful, and ended with a refreshment stop and rally at the public library.

- Sharon, Car Sharing Traverse, Inc.

Wachusett, Mass., USA

Several Massachusetts Earth First! members attending Wachusett Community College made cardboard frames of autos which they wore throughout the day while leafleting and engaging in conversations about Big Auto/Big Oil/Big Climate Disaster issues. Later in the day they wandered into the road of a nearby village and made a general nuisance of themselves.

- Oak, Earth First!

Warsaw, Poland

September 9, a group of 15 cyclists finished 1,300 metres of a cycle path in central Warsaw, mostly along Slowackiego Street. This included removing some kerb stones, changing some traffic signs, and painting lanes and bike signs on the lanes. During the work, a police car passing by stopped and a policeman asked: “Are you removing this sign?”

“No, why, we are putting it in the right place” I replied.

“Aha”—and on they went!

September 20, a press conference explaining the concept of a Car-Free Day. A special bulletin released, including basic facts on urban transport, examples of good practice from different cities, car culture's influence on health and a short history of “the car-free movement”

September 22, 300 cyclists, including seven members of the Polish parliament, massed in the main streets of Warsaw. Although moving rather slowly, we were still stuck in tremendous traffic jams caused by cars. After the ride, several competitions were held to promote a shift from “sport” to “city transport” aspect of cycling. Awards were given to the oldest bike, the cheapest bike, the most stylish bike, the most elegant cyclist, the youngest cyclist—six years old! We distributed a few hundred “one less car” stickers and a lot of stickers for badly parked cars.

October 4, City Road Management removed the metal signs and destroyed the painted signs on part of the path along Slowackiego Street.

October 7, We painted the lanes and signs again! Having still some paint left, we also did a decent sized “pedal power” in front of the district hall, and decorated the army registration point with a peace sign.

- Aleksander

Wellington, New Zealand

A quick run-down of events so far...200 posters put up, 1,500 leaflets given out, various media plugs, a reclaimed car parking space on the capital's main street, complete with astro turf, coffee table, deckchairs, books to read and flowers (it is spring!) and lots of people stopping to say wicked “good on ya” including Rod Donald, the Green Party MP. We gave out 600 leaflets, made some new recruits and had a fun time!

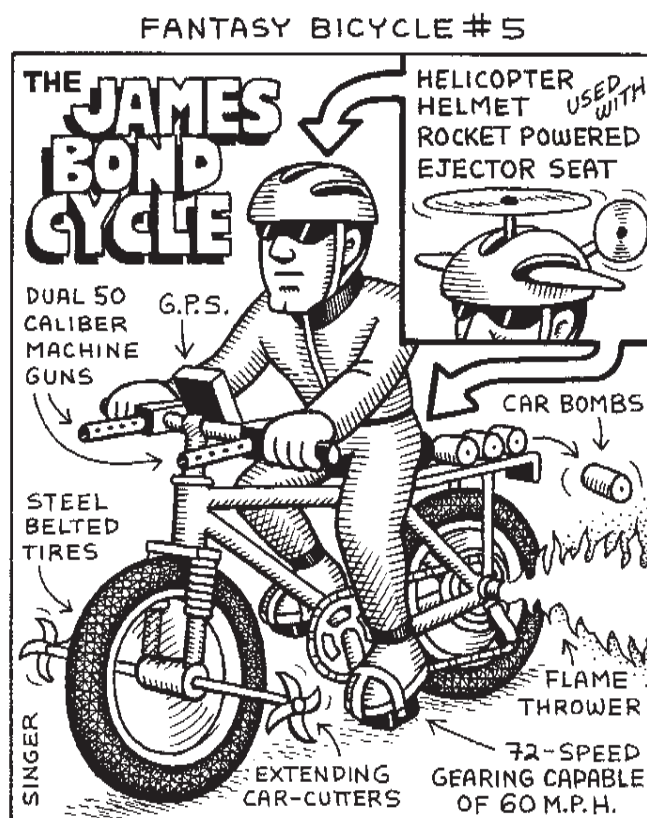
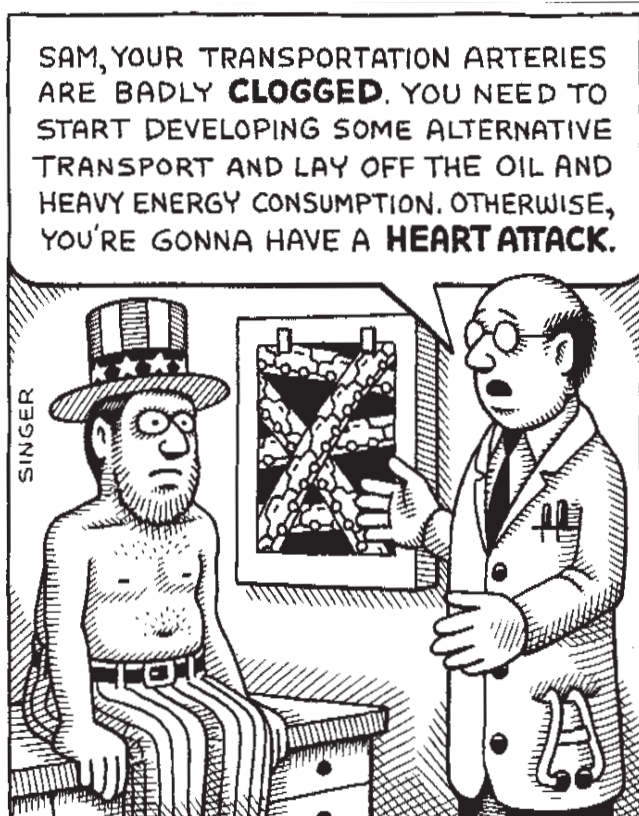
This morning (Sept. 21) the Green Party were giving out free apples to all the people arriving in the city by train. Some other prankster has made up replica parking tickets à la Adbusters and has been upsetting drivers who didn't get the message!

Tonight sees a Critical Mass happening and it's been the best advertised, most anticipated one yet!

Wahoo, roll on 5 p.m.!

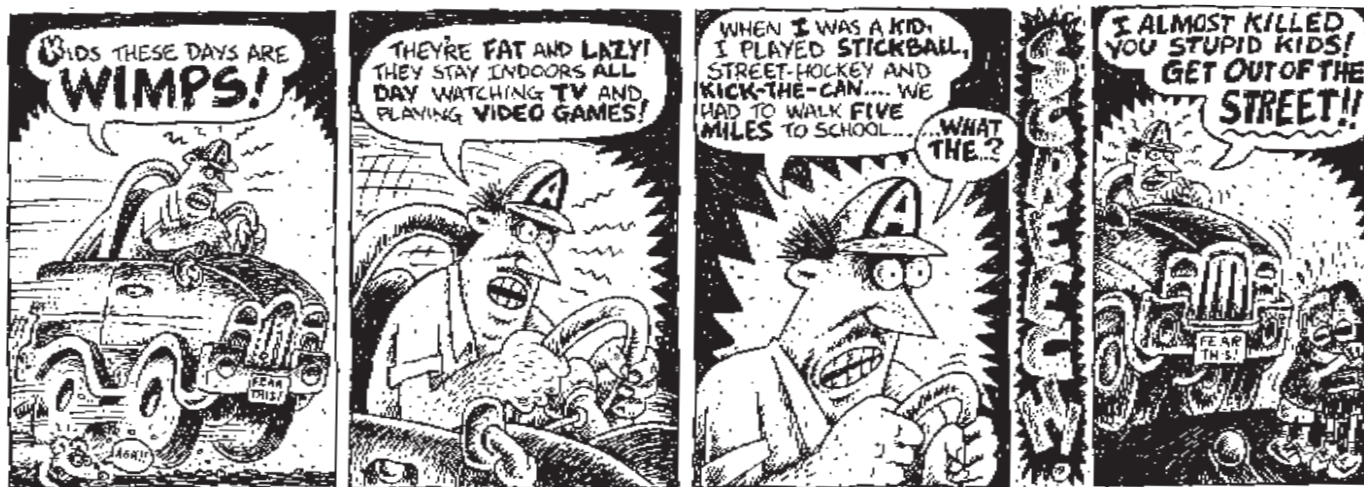
- Paul, Campaign for a Better City

More details on these and other actions can be found on our website: <www.carbusters.ecn.cz>.



ROADKILL BILL

by KEN AVIDOR



Tired of the same old excuses from your city planners, car drivers, parents or neighbours? Bored of nothing new in the world of anti-car activism and radical protest? Well, get a few pencils out and make a cartoon comic strip about it for the entertainment and education of your fellow Car Busters readers. Seriously folks, we are not just saying this—we want your cartoons. Any good contributions will be taken down and used in evidence against car culture. So start scribbling!

Skill Sharing

Partage de compétences • Praktische aufteilungen
Compartiendo habilidades

Depaving the World:

RICHARD REGISTER

Maybe you're itching to take a wide, full swing—to drive the shiny steel of a nice heavy pickaxe deep under the asphalt. You too can leverage up a satisfying big slab of that black, gooey hard stuff—join the party.

Alas it all begins with land ownership. It all ends with redesigning land uses and rebuilding most of what we've built to date, so destructive are today's cities and towns.

It's useful to divide possible projects into three categories: small, medium and truly satisfying. The last one means big—which I haven't seen yet.

Just to give you a sense of proportion: between 1992 and 1997 I probably depaved one acre of land with my friends. Meanwhile, I guess between 100 and 200 acres of my town, Berkeley, USA, were paved for parking lots and freeway expansions, more cars and deeper gasoline addiction. This in a city whose masterplan has said, since 1972, that it is already "built out."

Small Depaving Projects

First, you have to own some existing pavement, or find a sympathiser who does. Obviously there are millions of acres of it around, but surprisingly little is available for destruction.

Some pavement, like the ubiquitous driveway, functions in a way that owners believe is essential to their life sustenance, security, image or sexual virility. But some can be convinced that two thin strips of concrete could work as well for off-street parking, or that a "turf block" that allows water to soak around the driveway car-supporting surface is okay. Often in residential areas the surface between the sidewalk and curb is paved, and usually there is no law requiring it to be. Here then are two places to begin.

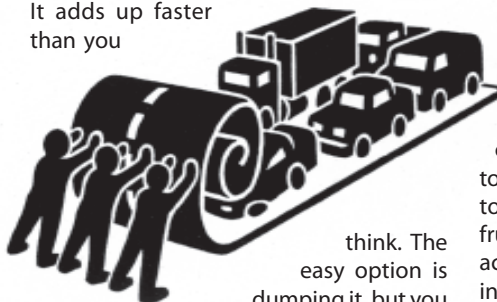
In the case of the planter strip, you should first find a service in your area which will ascertain where the buried pipes and wires are located. Do not dig at the spots they point out!

Before starting to cut the concrete with a mechanical saw you should also check out whether you need to get a permit and pay for it. This disincentive to

depaving, which is added to the cost of renting a masonry saw, is imbecilic and I'd recommend ignoring it. I've never been stopped and if I had been it would have been a good educational fight. If you are up to it, and willing to take the risk, it could be fun. Otherwise you can pay the money and waste the time so the bureaucrats can feel important.

Speaking of which, depaving isn't cheap. If you want a smooth edge, you can't just sledge hammer out the unwanted stuff up to a public street or sidewalk. Using a chisel to refine such an edge doesn't help much, unless you come up against an expansion joint or a crack that is actually an edge created originally by pouring a separate slab of concrete. Ragged edges are bad press and alienate people who we need to communicate with about depaving. So rent a concrete saw from one of the construction rental equipment places.

What to do with the old pavement? It adds up faster than you



think. The easy option is dumping it, but you have to pay some fees.

An alternative is to turn the material, if concrete, into benches for your garden, by cutting the slabs into sections about eighteen inches by two to three feet. Asphalt is not usable for this because it falls apart easily.

This extra cutting so that you can use the concrete may actually be more expensive than taking it to a dump or transfer station, because of the added wear on the expensive diamond blade of the saw which might have to be paid for. On the other hand, old pavement taken to the transfer station is usually "recycled" as clean fill in some kind of larger construction site or highway building project. It's hard to be pure and do something good at the same time in this bizarrely mis-built world.

Once the lines are cut in the pavement, the fun begins! Sledge hammers, picks, crow bars, digging bars and shovels are the tools of choice. First, with your sledge hammer, smash down on a portion of the material to be removed fairly close to one of the cut lines or an edge of the slab as defined by its original construction.

A "How-To" Guide

After the material is pulverised, with cracks leading out from the center of the slab, dig out the crushed material with pickaxe and shovel. Now you have a point to enter the surface with a crowbar. While using it, be careful so your fingers do not get hurt! Do not throw all your weight into pressing down on the crow bar, for it may suddenly snap upward at the business end and could crash down catching your fingers between the old pavement surface and the metal of the crow bar. Ouch!

By cracking with sledge hammers and prying with bars and picks you can now happily work across the area to be removed, allowing the earth to again breathe free.

Next, move the pavement out of there—if possible, by a non-motorised means. Otherwise it has to be just a little fossil fuels and driving to balance our society's paving karma.

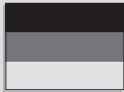
Next, prepare the soil. The surface under pavement is generally highly compacted and needs a lot of digging with pickaxe and shovel.

Then you need to condition the soil, adding humus, perhaps soil amendments and fertiliser—I'd recommend organic of course—appropriate to whatever you want to plant. Dig it all in, then water. Next it's time to plant. I'm partial to food plants, especially fruit trees, which are not on my city's list of acceptable street trees. I plant them anyway in planter strips, just spoiling for a chance to talk about ecology and growing food in the public realm. Once again, you decide what level of risk you want to take.

Medium-Sized Depaving Projects

The medium-sized project—such as actually removing a parking lot, part of one or part of a street, or getting rid of a driveway entirely—requires considerably more preparation and work. First you have to find a likely place, where use of such a surface is low, or where pressure for non-automotive uses is great.

In Berkeley, University Avenue Homes had an under-utilised parking lot. Only three of its 75 residents had cars and one didn't even run. Still it was difficult to persuade City Hall to allow us to depave about six places for a garden because of peculiar regulations which said every square inch of the entire space besides the building had to be paved for parking—not an inch for a garden, chair or barbecue. Because of the extreme situation, the city relented in the end and we depaved those few parking places.

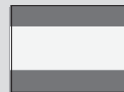


Zusammenfassung des Artikels
über die Konstruktion eines
Fahrrad-Generators.

Um einen Fahrradgenerator
zu bauen, brauchst Du ein altes
Fahrrad, einen Keilriemen, einen

Wechsel-stromumspanner und eine Autobatterie
mit eingebautem Umspanner oder Gleichrichter.
Verbinde (üblicherweise) das Hinterrad des
Fahrrades mittels des Keilriemen mit dem
Umspanner. Befestige den Umspanner am
Fahrrad und stelle dabei sicher, dass er zum
Hinterrad und davon weg schaukeln kann.
Verbinde dann die Batterie mit dem Umspanner
(wenn Du im Umspanner einen permanenten
Magneten hast, ist das einfach). Wenn Du einen
nicht-permanenten Magneten im Umspanner
hast, wird es ein bisschen komplizierter:
Der Ausgangs-Anschluss am Umspanner ist
üblicherweise mit b+ oder d+ gekennzeichnet
- dies wird mit dem positiven Anschluss der
Batterie verbunden, der negative Anschluss wird
mit dem Gehäuse verbunden.

Wenn Du einen NPT verwendest kann
es notwendig sein, die Spule im Umspanner
aufzuladen. Schicke einfach für kurze Zeit etwas
Strom vom positiven Pol der Batterie zur Spule.
Wenn Du die richtigen Anschlüsse gefunden
hast, sollte das Treten schwerer werden. Dann
solltest Du ca. 12 Volt produzieren - genug, um
eine Autostereoanlage zu betreiben. Mit mehr
Batterien oder mehr Fahrradgeneratoren kannst
Du auch mehr Strom produzieren Und es ist
tatsächlich so einfach! Fröhliches Strampeln! n



Resumen del artículo sobre la
fabricación de un generador a
pedales.

Para fabricar un generador a
pedales necesitas: una bicicleta
vieja, una correa de ventilador,

un alternador y una batería de coche Conecta
una rueda de la bici (normalmente la trasera), al
alternador con la correa del ventilador. Monta el
alternador en la bici -puedes bien soldarlo o bien
fijarlo con un tornillo y una tuerca. Asegúrate de
que el alternador puede ajustarse acercándolo
o alejándolo de la rueda. Conecta la batería al
alternador (si tienes un imán permanente en el
alternador esto es sencillo) Si tienes un imán
no permanente, es un poco más complicado,
la salida del alternador normalmente está
etiquetada b+ o d+, y se conecta al polo positivo
de la batería, el polo negativo conecta con la
cubierta usando cables.

Con este dispositivo debes producir
aproximadamente una carga de 12v, suficiente
para hacer funcionar un radiocasete, con más
baterías o mas generadores a pedales puedes
producir más electricidad.... ¡Y realmente es así
de sencillo! Feliz pedaleo. n



The medium-sized depaving project
itself requires a lot of muscle power and
more gasoline than I'd like to admit.
Therefore emphasis should be given to the
idea of a paving moratorium—banning new
tarmac projects rather than ripping them
up afterwards. We've built an edifice that's
destructive to remove, but it's so destructive
in the first place that we need to remove it.
Again, rectitude and purity escape us.

Call up all your friends. Have them bring
sledge hammers, pickaxes, digging bars,
shovels, lunch; don't forget the gloves. And
line up the trucks. It's a bit horrifying how
many truck loads come out of a modest
number of parking places.

At University Avenue Homes, we took
about twelve pick-up loads to take the
material to the closest land fill. There were
so many loads partially because compacted
gravel was used under the asphalt, and
partially because we dug out about two
inches of asphalt-contaminated soil which
smelled oily. I don't know much about soil
contamination but an expert should probably
be brought in if you are suspicious.

With medium-sized projects, and even
small ones, organising big group efforts
makes the job much easier and, by passing
the hat, makes a high total price low per
person. If you do pay your city fees, by the
way, and have some time to converse with
them over the months, you can sometimes
get permission to dump for free.

Depaving for the Ambitious

We've had one depaving project somewhere
between medium and big in Berkeley.
About 80 feet of 9th Street at the Berkeley-
Albany border and a section of a parking
lot—enough space for about ten cars—was
removed.

Urban Creeks Council secured permission
to restore one block of Codornices Creek
from the land owners. California State
Department of Water Resources gave
\$25,000 to hire a landscape architect and
bulldozer operator. (You might smell a rat; it
takes a pretty well established and respected
institution like Urban Creeks Council to line
up such a project. Maybe you have such an
environmental organisation in your town?)

The landscape architect designed a
new small canyon for the creek to replace
a stretch where it had been buried
underground for about 50 years in a
concrete pipe, and the heavy equipment
operator cut a rough trench for the
new canyon. Over the next two years
on Saturdays, through my organization
Ecocity Builders, over 320 volunteers
took part in digging and wheeling dirt
about so that the trench shaped up into a
canyon that looks quite natural. To do that,
the telephone was the most important
tool, and letting prospective volunteers

know by putting information into our
newsletter.

The old curbs and sidewalks were laid
into the steeper slopes of the canyon and
covered by grasses and wildflowers. Now
they help prevent erosion when the creek
rises in the rainy season. We planted native
trees and bushes, and a small orchard of
20 fruit trees is growing away on one of
the new hills we created. All sorts of birds
and insects are coming now, small fish and
crawdads and frogs. For better or worse,
egrets and herons are eating them.

The Big Picture

So now you know a little about hands-on
depaving. But here's the big one: getting rid
of suburbia and replacing it with pedestrian
towns and villages and cities of much more
modest "footprint" than today's sprawling
behemoths.

As we have noticed in depaving projects
to date, land ownership and consensus
about land use, usually enshrined in laws and
codes, are crucial. So is some notion of what
we are doing and why it is important.

For "why," there are a lot of arguments
around. But for "what" we must do, we need
a little more clarity.

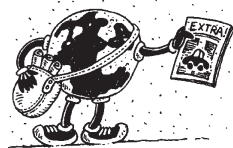
In reorganising the city, from its land use
foundations through to designing public
space, we have the solution for turning
asphalt and concrete into gardens, creeks,
playgrounds, nature corridors, restored
forests, etc. In creating the more compact
neighborhood, town and city centers, and
real ecovillages, we also create the densities
of human population to reestablish vital
civic community and economy, practical
and economical transit, the potential for a
bicycle revolution, energy conservation that
is otherwise inconceivable and many other
things. Let's do it!

Start small, think big. Think it through,
then swing that pick. n

Richard Register is the author of Ecocity
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He originally wrote the article for Auto-Free
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CA 94709, USA; e-mail: <ecocity@igc.org>.

World News

Nouvelles du monde • Nachrichten aus aller Welt • Noticias del mundo



Welcome to your global news network, all the way from Prague. From bizarre and bad to brilliant and mad. All the latest transport-related news from around the world.

Europe

Fuel Protests Create Utopia

European wide, activists have had their noses put slightly out of joint. Why? Well despite years of active transport campaigning and direct action, a few hundred truckers managed to do what they haven't—bring Britain to a virtual standstill during September by blocking oil refineries. The protests, reacting to higher petrol duties [see Industry Watch for comment], were seen in other countries across Europe, including Germany, France and Belgium, where fuel pickets and blockades caused massive disruption.

The effect in London, England, was described as wonderful, "people were leaving their cars at home by the thousands," said one eco-activist. "Taking public transport for the first time, walking, cycling, all the things we have been going on about are happening."

Friends of the Earth U.K. executive director, Charles Secrett argues that fossil fuels are a major cause of global climate change, which threaten the livelihood of millions of people world wide.

"Moving to a fossil-free economy, will have huge economic benefits through measures such as energy efficiency and the development of renewables," Secrett said. "The technology is already here, whether it be for vehicles, the home or industry. All that is lacking is a political will to develop them. Unless we take action to tackle this terrible problem millions of people around the world, including Britain, will either be killed, left homeless or face financial ruin."

- Friends of the Earth U.K.

Siberia

Oil Exploration Threatens Lives

The reindeer-herding tribal people of Siberia are paying, with their lives, for the oil industry which blights their homes. Their lands are destroyed, their reindeer are killed and the situation is so desperate that many are driven to suicide.

As oil prices rise, the pressure mounts on tribal peoples such as the Khanty, who live in oil rich areas. The oil companies often deceive them, telling them they don't have any rights to stop them drilling on their land. Occasionally the tribes sign an agreement allowing access to their land in return for compensation, such as a skidoo

or boat engine and some rations. However, once their land has been destroyed, the oil companies invariably fail to give what they promised.

Life expectancy for Siberia's tribal peoples is significantly lower than for Russians. Demetri, a 37 year old Khanty reindeer herder, was one of 27 pupils in his class at school. Only six or seven are alive today. Two hanged themselves and many others died of drink-related incidents. Those Khanty who lose their land to oil companies and can no longer herd reindeer, hunt or fish are often driven to alcoholism, drinking the vodka which is brought in by oil workers.

Survival is launching an international campaign to safe guard the land ownership rights of the tribes people. Director, Stephen Corry, said, "the exploitation of oil is a matter of life or death to many Khanty people. If people here knew the true costs to the Khanty people of the petrol they put in their cars, they would put more energy into campaigning for a fairer deal for Siberia's tribes."

- Survival International

Fuel Prices Hit Drivers Britain

responding to high fuel prices by buying more efficient, less polluting cars, a Friends of the Earth press release stated. A prime aim of the Government's high duty on petrol policy is to encourage this trend. Data from manufacturers show big inc-reases in purchases of the smaller "Mini" and "Supermini" classes and falls in sales in the "Executive" and "Luxury Saloon" categories.

"This is great news," said Roger Higman, Senior Transport Campaigner at Friends of the Earth U.K. "The new figures show that drivers are responding to the high petrol prices by buying cars that are more efficient and less polluting. Cutting petrol duties now would only undermine this trend and scupper attempts to control the pollution that causes climate change."

- Friends of the Earth, September 19

The Walking Bus

Parents at schools in Maidenhead and St. Albans, U.K., fed up with the constant congested traffic and pollution at school times, took matters into their own hands and set up the walking bus.

Based on an idea that started in Canada it allows groups of children to walk to school together in safety under the supervision of adults. Like a normal bus, the walking bus stops at certain places on the route to school. Why not set up a similar scheme and help the environment, children's health and also save money.

- Schnews, August 11

What a Hole?

The ozone gap over Antarctica has now reached 28.3 million km². That's nearly twice

Antarctica

the size of Europe.

The phenomenon of this atmospheric gap over the Antarctic was discovered in 1980, and recurs periodically. Reaching its greatest extensions in September and October, during the southern hemisphere spring time.

The 150,000 residents of Punta Arenas, a town situated below the hole, are not happy. A colour-coded warning system has been set up and authorities have stressed that people must wear long sleeve shirts, wide brimmed hats and sunglasses.

Magas, a Chilean Expert at the University of Magallanes, points out that "the destruction of the ozone would never have occurred without the cooling of the stratosphere, which is the consequence of combustible fuel emissions. The oil and auto companies are just as responsible as the CFC manufacturers."

The principal function of the ozone as an atmospheric gas is to filter out the sun's ultraviolet rays, preventing the damage they cause to life on earth. The deterioration of the ozone layer and the subsequent rise in radiation increases the risk of skin-cancer and vision problems, threatens crop yields, kills off the plankton that forms the basis of marine food and leads to other serious consequences.

- Climate Crisis, Autumn

North Pole Turns to Slush

A recent expedition to the North Pole re-

Artic

years the ice cap has turned into a mile-wide patch of open ocean.

The melting was discovered by James McCarthy, an oceanographer and member of the Intergovernmental Panel on Climate Change (IPCC) which is sponsored by the United Nations to advise governments on global warming. The event has been linked to the greenhouse effect and coincides with official confirmation that the ice cap covering Greenland is also disappearing.

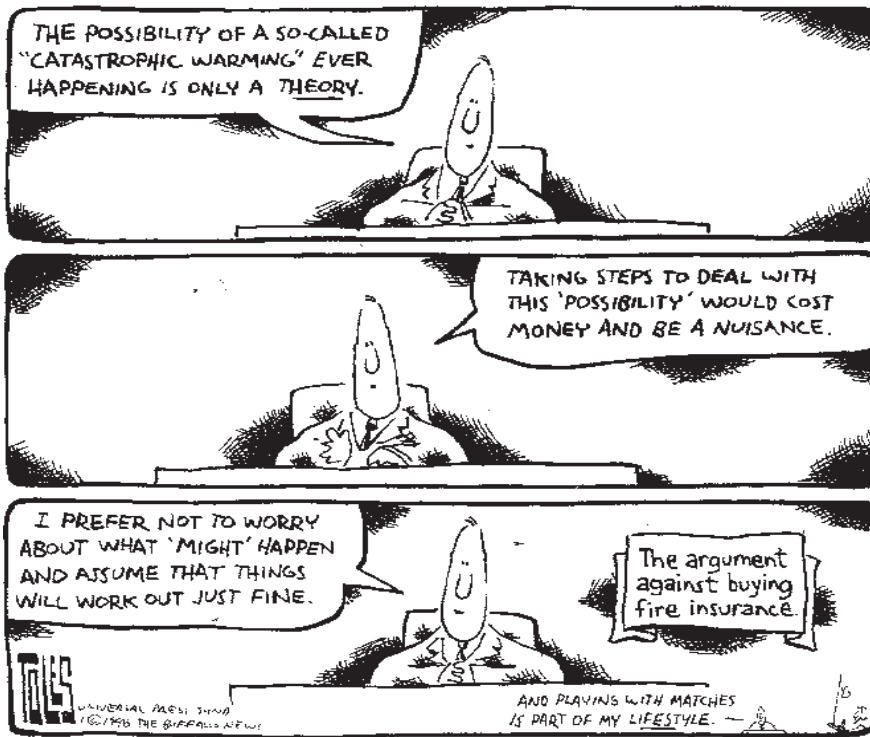
Sir John Houghton, former head of Britain's Meteorological Office and who now heads the IPCC's scientific panel, said the report will make it clear to governments that the world's climate is changing rapidly.

"We are confident that climate change is due to human activities," Houghton said. "The melting polar ice is consistent with the predictions of scientists. It shows global warming is for real and governments must agree to tougher pollution targets."

- Corporate Watch, USA

Residents Rage at Expressway

Residents of local communities in Bangkok, confirmed their readiness for a looming



Courtesy of The Ecologist magazine

Revolutionary Referendum

On October 29, a ground breaking, referendum took place in Bogotá. The vote consisted of two different proposals.

One proposal was to establish an annual **Colombia**

a set of progressive private car restrictions. These would build up to a total ban on car traffic in the city centre during peak hours every working day, by 2015.

Both proposals received strong majority votes. The annual Car-Free Day passed easily with 63 percent against 26, and the phased elimination of car traffic passed with 51 percent against 34. And the newly elected mayor has expressed his commitment to continue the reforms begun by mayor Peñalosa.

"The newly elected mayor and the people of Bogotá are pointing the way to the city transport system of the 21st century, a radically different and far better model to the one that has dominated policy circles and practice of the last century," commented Eric Britton, from Ecoplan.

- Ecoplan International, November.

Thailand

Rapid Transit Authority (ETA).

The authority has overridden all objections and announced it will begin surveying for a controversial new expressway access ramp. Three hundred representatives of five communities met and agreed to bar access to ETA surveyors. The planned two-km road would run through their neighbourhoods. Residents say that the government must honour the conclusions of past public hearings which concluded the short expressway link would be of no benefit to Bangkok traffic.

"The government has never recognised the poor's problems," said Poramet Phuto, a community leader. "It pleases only the rich. The people would not leave their homes."

- SUSTRAN News Flash

Austria

charging on its controversial Brenner highway were significantly higher than the 1993 Eurovignette directive which requires tolls to be set at the cost of maintaining infrastructure.

Austria argued that the tolls are designed to take into account the environmental damage transit traffic causes to the sensitive Alpine region the highway runs through, and include the cost of rail construction.

However the court ruled in favour of the European Commission, proving once again that environmental concerns are being overridden by business interests. Campaign groups based in the town of Tyrol, alongside the Brenner highway, infuriated by the inadequacy of the E.U's environmental legislation.

- European Federation for Transport and the Environment.

Arrested Cyclists Fight Back

A Critical Mass in Los Angeles that took place on August 15 of this year, ended in chaos as Los Angeles police arrested and brutalised 71 of the 200 hundred cyclists.

United States

serious violations of human rights, including strip searches, body cavity searches. Some were detained for up to three days.

Lawyers representing the cyclists have since filed a claim for damages from the City and County of Los Angeles. In early September, charges for all the cyclists were dismissed and their bikes were released. The cyclists marked World Car Free Day by giving donations to the Los Angeles Bus Riders Union and the ACLU prisoners project.

For more information on the arrests see: <www.criticalmassmedia.org>

Subsidy Cuts Cause Disruption

In reaction to a motion in the government to stop subsidising diesel, 12,000 buses have

El Salvador

roads of the freeways in order to make the protest more visible.

The government's plans to cut the diesel subsidy comes within a national plan to privatise the road system in El Salvador. An increase in diesel costs will mean costs in public transportation will rise dramatically. Not only will the poor not be able to travel but costs of basic foodstuffs will also rise as gasoline prices go up.

- SUSTRAN News Flash

One Person, One Bike

To the list of essential items the African National Congress intends to provide to those who cannot afford them, add bicycles.

South Africa

"The time has come," he said, "to promote bicycle transport as a strategic solution." Ten thousand bikes are to be distributed in rural areas early next year.

Omar, inspired by Afribike, a non-profit group, aims to have rolled out a million within a decade. Omar and Afribike answer to the dangerous roads is to turn South Africa into a cycling culture, like the Netherlands.

- SUSTRAN News Flash

Eighth National Car-Free Day

On November 3, Deti Zeme organised the eighth annual Czech Car-Free Day, together with 65 organisations in 45 towns and 13 municipalities. However Prague was not

Czech Republic

placing a photograph exhibit on the Old Town Square. Both the exhibit and the day were aimed to highlight the social and environmental damage caused by the automobile in cities.

- Deti Zeme (FOE Czech Rep.)

E.U. Greenwash

After a five-year legal battle, between Austria and the European Commission, the E.U.



Reclaiming Your Street

DAVID ENGWICHT

Reclaiming the Traditional Roles of the Street

As noted earlier, historically streets were not just used for movement, they were the epicenter of community life: [a function which has] been slowly eroded as car traffic has exerted its dominance. Street Reclaiming means winning back your street as the social and cultural epicenter of your neighbourhood.

Street reclaiming has two distinctive components: psychological reclaiming and physical reclaiming. Psychological reclaiming reinstates the lost social, cultural, and economic functions of the street. This can be done without taking one square inch of roadway away from cars. Physical reclaiming takes back some of the physical road space and converts this to exchange space.

Psychological Reclaiming

Earlier I cited the research of Donald Appleyard [see pages 8-9] that shows that cars have an ever-increasing zone of influence as the volume and speed of traffic increases. Historically, we have given up our home territory as traffic has exerted this growing influence. Psychological reclaiming is to reverse this trend and be assertive about our rights to the traditional uses of the street. Psychological reclaiming therefore starts by seeing your street through new eyes—not as the sole domain of traffic but as your “outdoor living room.”

Psychological reclaiming through activities

Psychological reclaiming means being proactive and not waiting for the traffic on your street to shrink. Car culture will change when people simply take the street back and start using their street for children's play, socialising, and community building. Experience says that traffic slows down when drivers perceive that a street is no longer their sole domain and that traveling through it has become riskier because of increased pedestrian or resident activity. The first step in reclaiming your street is to take the initiative and simply to start using the street as your living room.

For example, you can take a chair out onto the sidewalk (pavement) and supervise your children playing on the sidewalk or road.

If you don't have children to supervise, read a book or shell peas. Invite your

neighbours to bring a chair out and form a conversation circle on the sidewalk. If you want to be a little more assertive, place your chairs in a carparking space on the side of the street. If you want to be even more assertive, edge them out into the roadway and narrow the traffic lane.

Walking your children to school or cycling are also forms of psychological reclaiming. As you walk or cycle, see the street as belonging more to you than to the motorists. As a street community or neighbourhood, you may organise regular events like having a monthly barbecue on the sidewalk or in some carparking spaces.

Psychological reclaiming through physical changes

There are a wide range of physical change you can make to your street to alter the psychological feel of your street without necessarily taking away any road space. These include:

- Seating and other sidewalk facilities. These encourage people to use the street more [and tells] motorists that this is not just a traffic corridor.
- Sidewalk banners and sculptures.



Hanging banners on the edge of the sidewalk visually narrows a road which encourages drivers to go slower. The design of the banners can also be used to send a message to drivers. Designs which include

children playing, local wildlife and fauna, or other things that are valued and celebrated by the neighbourhood give a signature to your street. Similarly, sculptures can send very powerful messages that a street is not just for cars. The sculpture may be as simple as a kid's tricycle painted in bright colours and mounted on a post; a cricket bat, pine box, and cricket ball; a hockey stick; or car parts used as a planter.

• Overhead banners and sculptures. These visually enclose your street, giving it the more intimate feel of a room. This hemming in of the street space will cause traffic to slow down. However, the design of these overhead pieces is also important in giving your street a signature and conveying messages about how the residents see the street.

• Road murals. They can be used to visually break up a street into smaller “rooms.” The driver gets the feeling that they are passing over thresholds into yet another private space. They must also drive over someone's valued art piece. Be sure to use non-slip paint specially formulated for roads.

An immediate start

Psychological reclaiming in your street is something you can start immediately. You may need to clear some of the physical changes such as banners with your council but there are plenty of things, some of them temporary, which you can do right now. Be innovative.

Physical Reclaiming

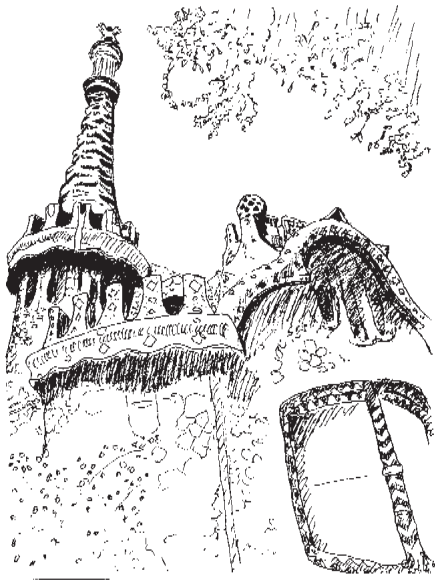
Taking back part of the road space Physical reclaiming means taking some of the road space currently used by cars and converting it into spaces that will enhance the social, cultural, and economic life of your neighbourhood. This process is very different to traditional traffic calming, whose sole aim is to provide a disincentive to motorists speeding. I wish to emphasise that psychological reclaiming of your street should happen before moving on to physical reclaiming.

I do not believe that any neighbourhood has the right to reclaim its streets while contributing to the destruction of someone else's. There is therefore a moral obligation on those wishing to reclaim their street that they first ensure that they have reduced their own car use to a minimum and that when [and if] driving, they act like guests in someone else's living room.

Themes

A theme can tie your entire design together.

Northern Winter 2000 Car Busters



Gaudi's work in Barcelona has a strong fantasy theme which encourages a sense of fun and adventure.

In the overall design process, you may actually start with a theme. Or the theme may emerge as you do the detailed design. Here are some ideas for themes:

- Play themes: Be careful not to over-design play spaces. Children need to develop the skills of taking raw space, converting it into their own space, and then reinventing the entire space an hour later. The design should include "secret spaces," places where children feel that they can hide from the adult world and invent their own reality.

- Historical themes: Your street can celebrate the history of your neighbourhood, some famous person who lived in your street, or some important event. If trams once rumbled down the centre of your street, you may put a tram in the middle of the road and convert it into a coffee shop, telecommute cottage, play area for children, or art shop. You can put up commemorative plaques or develop a totem pole that tells the story of your street.

- Fantasy themes: You may centre your design on a fairy tale or famous children's story. Or it may be designed around the theme of "imagine a world without cars." All the items in your street could be created from wrecked cars, and trees planted inside; a car could be used as a community notice board, kids could be given liberty to paint murals on some old cars, etc.

- Art themes: Your street could become the world's longest outdoor art gallery. You could hold a regular artisans' market in your street. You could feature kids' art that changes on a weekly basis. You could hold outdoor art classes. You could have a permanent supply of chalk in roadside boxes and encourage street art.

- Festive themes: Your street could become a circus with sculptured (or real) clowns crossing your street on high wires. Your street could become a "stages-of-life paradise"—a congratulations board registering all the special occasions for residents:

birthdays, anniversaries, major achievements, etc. A special "celebration seat" could be placed outside the homes of those celebrating some event, and people could be invited to come and interact with that person on their special day.

- Changing themes: Your theme does not need to be set in stone forever. You may change your theme [with the change of the seasons].

Your Street as a Room

The genius of the older cities was that the notion of streets as both movement corridors and outdoor living rooms was built into the very design of the streets. As noted earlier, the psychological message of "corridors" is that they are a place for movement. The psychological message of rooms is that they are an invitation to pause and engage in some kind of interaction. The streets that are most like rooms (for example, having an avenue of trees that provide strong "walls" and a "ceiling") are the most desirable addresses in a city.

When you examine the street spaces that work best as outdoor rooms, you find that exactly the same design elements that make a room work indoors make it work outdoors. What follows is an exploration of those design elements.

Floors

Floors are the foundations upon which a room rests. In ancient cultures, floors and streets were considered sacred, and making them beautiful was a sacred duty. Whether made of stone, clay bricks, timber, or rammed earth, they provided



Portland paving has blocks with poems and witty sayings engraved.

a sensual experience—a point of contact between the human body and mother earth.

In a street, the floor design can serve a multitude of purposes:

- Changes in texture or floor covering can signal your entry into a new space.

- Using borders is a classic way of defining the room.

- A "rug" can create a room-in-a-room.

- Patterns in the paving can give rhythm to a journey.

- Patterns can take large impersonal spaces and break them down into more human-scale spaces. These designs also give a sense of activity to the space.

- Paving design can be a work of art or

used for play.

- Special paving designs can become "milestones" on a journey, breaking the journey into man-ageable segments.

- Paving design can inform—for example, give details of the history of a building or the local community—or amuse with witty phrases and lines from poems.

Walls

The intimacy of a room is created by defining the space with walls and strong boundaries. In older cities, the buildings came right to the street edge, thus providing a strong boundary for the outdoor room. In many Australian, North American, and British cities, houses are set well back from the street, which does not help in creating this sense of the street as a room. You can strengthen the sense of enclosure by using landscaping, banners, or structures on the sidewalk or roadside to visually narrow the road and hem the space in.

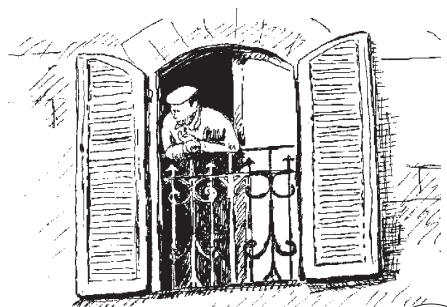
Walls in the traditional street were also used as a canvas for art. Stone carvings were placed above doorways, in small recesses in walls, or on pedestals at the corner of buildings.

Doors and Windows

While walls create a sense of enclosure, blank walls are inherently boring and claustrophobic. Doors and windows create a sense of wonder and excitement and add to the drama of a room and public space. From the outside, they offer a glimpse into someone's private world. Even a drawn curtain evokes a sense of mystery. From the inside, doors and windows create a viewing frame into other worlds. This gives a balance between the intimacy of the room and the exposure to the excitement of worlds that lay beyond. It is important that your outdoor room maintain this balance by creating "viewing frames" into the more private spaces such as seating areas or people's front gardens. This selective transparency of the walls can be improved by having porches and verandahs that address and overlook the street and by not fencing off properties with solid walls and gates.

Entryways

Grand rooms have a grand entryway. Entryways state that you are crossing from one type of space into another. This involves passing through a narrowed space that is

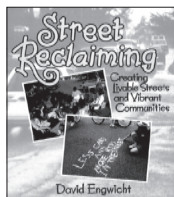




Here you have it. Car Busters finally got it together to greatly expand its formerly pathetic selection of books and other resources. See ordering info at right.

Street Reclaiming

Creating Livable Streets and Vibrant Communities
David Engwicht, 1999, 207 pages
120 FF, 35 DM, £11, US\$17, AU\$28, or CZK 600

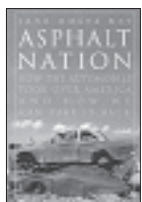


Street Reclaiming not only celebrates the potential of our streets to become vibrant centres of culture and community once again—but also shows you how you can make it happen. A quantum leap beyond traffic calming, the book contains a host of practical ideas and tools for reclaiming your

streets. For residents, a simple six-week programme to reduce traffic by 30 to 50 percent. For city officials, it shows how reducing traffic city-wide is as simple as reducing rubbish (trash).

Asphalt Nation

How the Automobile Took Over America and How We Can Take It Back
Jane Holtz Kay, 1998, 440 pages
125 FF, 36 DM, £12, US\$18, AU\$32, or CZK 680



Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, architectural, and personal solutions to the problem, Holtz Kay shows that radical change

is entirely possible. Essential reading for everyone interested in the history of our relationship with the car.

CarFree Cities

J.H. Crawford, 2000, 324 pages, hard cover
210 FF, 60 DM, £20, US\$30, AU\$55, or CZK 1,100



An unapologetic argument for car-free cities combined with a detailed and well thought out plan, the book outlines a city structure carefully designed to minimise environmental impact and maximise quality of life

worldwide. It gives practical suggestions for gradually implementing Crawford's car-free reference design in existing cities, and for creating new ones.

Autogeddon

Heathcote Williams, 1991, 151 pages
98 FF, 28 DM, £9, US\$14, AU\$24, or CZK 525



Autogeddon is exceedingly difficult to find these days. Part One is a brilliant and passionate 81-page poem on the insanity of car culture, juxtaposed with some of the most powerful colour photos out there on the subject. Part Two, titled "Voices Dying to be Heard Above the Traffic,"

contrasts hard-hitting quotations with black and white photography.

Divorce Your Car

Ending the Love Affair With the Automobile
Katie Alvord, 2000, 320 pages
125 FF, 36 DM, £12, US\$18, AU\$32, or CZK 680

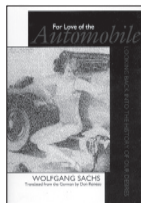
Most transportation reform books emphasize long-range



to environmentalists looking for auto alternatives, *Divorce Your Car!* provides all the reasons not to drive and the many car-free alternatives.

For Love of the Automobile

Looking Back Into the History of Our Desires
Wolfgang Sachs, 1992, 227 pages, hard cover
280 FF, 80 DM, £27, US\$40, AU\$70, or CZK 1500



Far more than a means of transportation, the automobile has become a cultural icon for our times. Examining the history of the automobile from the late 1880s to the present, Sachs shows how the car gave form to the dreams and desires embedded

in modern society—for speed, independence, comfort, status, glamour and power—and in so doing reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future. In sum: an excellent and detailed cultural history of the car.

The Geography of Nowhere

The Rise and Decline of America's Man-Made Landscape
James Howard Kunstler, 1994, 304 pages
98 FF, 28 DM, £9, US\$14, AU\$24, or CZK 525



Explores and deplores the privatised suburban wasteland that makes up so much of North America today. Not the most technical book on the subject of sprawl, but certainly one of the most entertaining, passionate, readable and accessible. One of the most popular books on the subject of transportation reform.

The predecessor to Kunstler's *Home from Nowhere*, below.

Home from Nowhere

Remaking Our Everyday World for the 21st Century
James Howard Kunstler, 1998, 320 pages
98 FF, 28 DM, £9, US\$14, AU\$24, or CZK 525



Kunstler offers a way back from the "tragic sprawlscapes of cartoon architecture, junked cities, and ravaged countryside" that he described in *The Geography of Nowhere*. A powerful writer, Kunstler calls for the restoration of traditional architecture, sensible

urban design principles, and the development of public spaces that meet people's need to interact with one another.

Sustainability and Cities

Overcoming Automobile Dependence
Peter Newman and Jeff Kenworthy, 1999, 350 pages
280 FF, 80 DM, £27, US\$40, AU\$70, or CZK 1500



The authors make the case that the essential character of a city's land use results from how it manages transport, and that only by reducing our automobile dependence will we be able

to successfully accommodate all elements of the sustainability agenda. The authors provide an updated survey of global cities that examines a range of sustainability factors and indicators, and, using a series of case studies, demonstrate how cities around

the world are overcoming automobile dependence. See extract in issue no. 6 of *Car Busters* magazine, page 10.

The End of the Road

From World Car Crisis to Sustainable Transportation
Wolfgang Zuckermann, 1991, 300 pages
70 FF, 20 DM, £7, US\$10, AU\$18, or CZK 350



There are half a billion cars on the planet, and this is one of the earliest books to take a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, traffic calming, alternative transport modes, restructuring public transport and rearranging our lives.

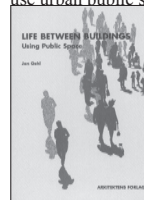


Public Spaces - Public Life

Jan Gehl and Lars Gemzoe, 1999, 96 pages
170 FF, 48 DM, £16,

US\$24, AU\$42 or CZK 900

This beautiful book filled with colour photographs and maps describes the remarkable qualitative human-scale improvements that have taken place in Copenhagen over the past 34 years, and how they have been accomplished. It presents a method of assessing urban quality and gives a thorough insight into how people use urban public spaces.

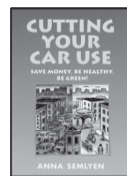


Life Between Buildings

Jan Gehl, 1996, 192 pages, third English edition
125 FF, 36 DM, £12, US\$18, AU\$32, or CZK 680

A classic is republished and revised. First published in 1971, this book is the best source for

understanding how people use urban public spaces. Published in many languages, it is a standard textbook in architecture and planning schools around the world, and continues to be the undisputed introduction to the interplay between public space design and social life.



Cutting Your Car Use

Save Money, Be Healthy, Be Green!
Anna Semlyen, 2000, 160 pages
50 FF, 15 DM, £5, US\$7.50, AU\$13, or CZK 280

Britain's first personal traffic reduction guide. Packed with constructive, easy-to-follow, practical advice. For anyone who wants to cut their car use, or give up the car completely.



Family Mouse Behind the Wheel

Wolfgang Zuckermann, 1992, 30 pages, hard cover
70 FF, 20 DM, £7, US\$10, AU\$18, or CZK 350

This colourful illustrated book teaches children the problems of car culture through the eyes of a family of anthropomorphised forest mice, who decide to buy a car, build a road into their previously intact forest, and eventually, create an urban hell. An eye-opener complete with the obligatory moralistic message.



Alice in Underland

Wolfgang Zuckermann, 1999
70 FF, 20 DM, £7, US\$10, AU\$18, or CZK 350

"A curious mixture of nonsense, social satire and surrealist fairy tale, which takes the classical Alice through the dreary landscape of suburban America."

MAIL-ORDER RESOURCES

Shipping is included in all listed prices (surface rate outside Europe). Unfortunately we cannot offer more of a discount, as items are sold only slightly above our costs. We accept U.S., British, French and Australian cheques, even Czech cheques—but please, NO EUROCHEQUES. We also accept international postal money orders, and even cash in the currencies listed below (and haven't had problems with this so far). Germans can send bank transfers c/o Daniel Sokolov, KontoNr: 5422035 bei Hypo Vereinsbank Berlin, BLZ 10020890. Austrians can send bank transfers c/o Daniel Sokolov, KontoNr: 00032097298 bei Erste Bank, BLZ 20111. (Verwendungszweck: "CB ORDER", dein Name und E-mail-oder Postadresse.)

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Distribution Orders (5 or more copies): US\$2 each or equivalent (you sell at US\$3 and keep the difference). In Eastern Europe and the "Third World," you buy at US\$0.66 and sell at US\$1. This is

OTHER

MATE Map
(Map of Activities on Transport in Europe)
A SEED Europe, 2000
50 FF, 14 DM, £4, US\$7, AU\$812, or CZK 250

This new wall map, a year in the making, provides a detailed overview of European transport projects (TENs and TINA). Includes 60-page info booklet.

Towards Car-Free Cities
1997, 36 minutes, European PAL format
28 FF, 8 DM, £2.50, US\$4, AU\$87, or CZK 150

This video documents the work and actions of the first Towards Car-Free Cities conference. Includes France's first Reclaim the Streets party, interviews and more.

2040: A Message from the Future
David Engwicht
coming soon: contact us for price

Transported into the future, the viewer looks back dispassionately at the demise of the Auto Age. Striking parallels are found between the Auto Age and the Pyramid Age, both besotted with myths of unlimited mobility, and both created unsustainable and socially unjust cities. But toward the end of the 20th century, attitudes changed in the Auto Age cities...An ecological revolution took place that radically changed the shape of their cities. Inspires with hope. Highly entertaining.



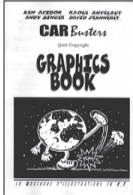
Entertaining and insightful. In the spirit of the original Alice, with its rhymes, puns and assorted odd characters.

Wise Fool Basics
K. Ruby, Wise Fool, 1999, 96 pp.
77 FF, 22 DM, £7, US\$11, AU\$18, or CZK 400

Giant puppet building, masks, street theatre tips, stilt-making...
A fantastic book full of useful information and inspiration for making direct action imaginative, artistic and endlessly creative. Complete with dozens of diagrams and photos.

An Intl. Sourcebook on Automobile Dependence in Cities 1960-1990
Jeff Kenworthy, Felix Laube, et al., 1999, 737 pages
US\$100 or equivalent (normal retail: US\$125)

Detailed data on land use, private and public transport, energy, environment, and economics in 46 metropolitan areas in the U.S., Australia, Canada, Western Europe, and Asia for 1960, 1970, 1980, and 1990. Includes many tables, diagrams and colour maps to gain a global perspective on how different cities perform according to various factors. For cities not included in the book, a comprehensive methodology chapter is provided, describing how to develop comparative data for other locations. A useful tool for policy development, presentations, teaching, and further research.

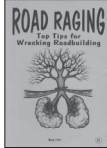


Car Busters Graphics Book
Car Busters, 1999, 44 pages
35 FF, 10 DM, £3.5, US\$5, AU\$10, or CZK 180

Our Graphics Book brings together some of the best graphics on file at Car Busters. Includes

"FREESOURCES"

Road Raging
Top Tips for Wrecking Road Building
Road Alert, 1997, 175 pages



Contains, clear, concise and useful information for direct action campaigns. Currently available as a text only document, free by e-mail to <carbusters@ecn.cz>. We aim to have a print version soon.

Bluffers Guide
To Conference Organising
Car Busters and Tinetti Prieteni at Naturii
14 pages, RTF text file.

Culled from our experiences in organising the second Towards Car Free cities conference, this excellent guide covers many of the aspects of putting on a conference, including co-ordinating translation, scheduling, choosing venues and much more. With this guide we hope other beginners can also create an enjoyable and effective conference. Available as a text only document, free by e-mail from <carbusters@ecn.cz>.

"ONE TIME ONLY—
VERY SPECIAL OFFER"

Prague Anarchy Tour Guide
Coming to Prague on holiday? Get your very own tour guides here! Following the successful IMF and World Bank protests in Prague, we have been left with thousands of maps clogging up our office. Get your souvenir copy here, chuck us a bit of money for postage and we will even draw on the infamous routes that the demonstrators took.



Direct Action Manual
1998, 152 pages
40 FF, 12 DM, £4, US\$6, AU\$10, or CZK 150

Edited by a former Earth First! Journal co-editor, this is an almost comprehensive guide to direct action tactics developed around the world.

Lots of useful diagrams and illustrations.



Direkte Aktionen oder Die kleine Blockadefibel
Anonymous, 1999, 52 pages
6 DM or equivalent

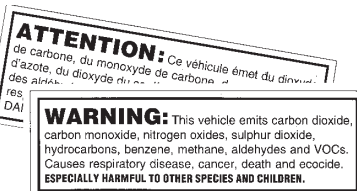
Das Beste aus dem berühmten Buch Road Raging: Top Tips for Wrecking Road Building. Hilfreiches für Protest-camps, Strassenparties, Kran-blockaden, Car Walking, Subvertising, Informationen zu Rechtlichem und Gruppen-prozessen, plus viele hilfreiche Bilder

STICKERS



"One Less Car" Bike Stickers
Available in French, German, English, Spanish, Norwegian/Swedish/Danish, Dutch, Serbian/Croatian, Czech, Slovakian, Polish and Romanian. Sized for bike frames, water-resistant. Ten stickers: 14 FF, 4 DM, £1.30, US\$2, AU\$3, or CZK 40

The famous "One Less Car" sticker has just become multilingual. Show drivers that your bike is not a part of the traffic problem.



"Cancer Warning" Stickers
Big hard-to-remove stickers for cars.
Available in French, German, English, Spanish, Serbian/Croatian and Czech. For 15 stickers: 20 FF, 6 DM, £2, US\$3, AU\$5, or CZK 80

Stickers for Selfishly Parked Cars
For 25 stickers: 7 FF, 2 DM, £0.60, US\$1, AU\$1.50, or CZK 20

Fight back against cars parked on pavements (sidewalks). Stick these international mini-stickers on obstructing cars to remind the owners that pavements are for people, not parking.



Stop-Sign Improvement
3.5 FF, 1 DM, £0.3, US\$0.50, AU\$1, or CZK 15

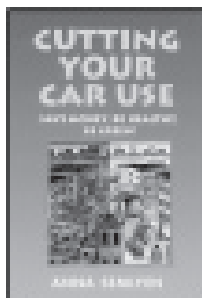
Forty-six centimetres long. Bright red. These big glossy stickers are just the right size to go under the word "STOP" on stop signs. You can see them all over in Berkeley, California and Chapel Hill, NC, USA.

Book Reviews

Critiques de livres • Rezensionen • Reseña de libros



To save all you hard working activists the time and energy of reading all the new books out there, we bring you our very own book reviews to help you decide which to devote your attention to.



Cutting Your Car Use

Save Money, Be Healthy, Be Green!

Anna Semlyen, 2000, Green Books, 160 pp.

"Imagine a land where every child can walk or cycle to school in safety...where local shops thrive and a car is not essential to enjoy life," Anna Semlyen asks the reader.

Sound like a dream come true? Not in your lifetime? Think again. Semlyen's practically-pocket-sized book is designed to be useful, and it is. Packed from end to end

with innovative, easy, cheap and practical ways to cut your car use, its bright, cheerful layout with easy to read text is interspersed with light hearted but poignant graphics. And the best thing about it—the book makes cutting your car use seem possible for everyone. In fact, it would be impossible not to read this book, peppered with facts about car driving, its costs, and its effects on health and the environment, and not start to make changes to your lifestyle.

The book includes information on how much you will save by cutting car use, alternative modes of transport and how to use your car more efficiently, as well as real-life stories on how to make that change. It is designed for input from the reader. Containing different graphs and tables, such as journey diaries, target tables and mixed travel mode tables, all designed to help you monitor your car usage.

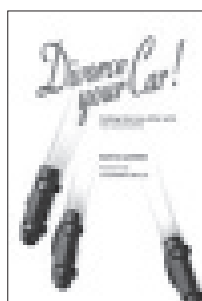
On the down side, the author is English and parts of the book are very U.K.-specific. Sections such as the real costs of the car are worked out in English prices and the contacts are predominantly English. As Semlyen herself says, "the problem is that traffic volumes are large and growing, choking Britain in pollution, harming physical and mental health, cutting off communities and warming the world."

This book is one way out of the car trap and is perfect for people who want to make a contribution to changing society, who, as the subtitle says, want to save money, be healthy and be green. For those that want to cut their car use or for those that want to give it up all together and improve their lives. Ideal for the parents of activists (if your parents are not active already...). Christmas is only just around the corner, folks!

Divorce Your Car!

Ending the Love Affair With the Automobile

Katie Alvord, 2000, New Society Publishers, 320 pages



If Cutting Your Car Use is the condensed, quick-and-dirty, straight-to-the-practical-facts-at-your-fingertips guide to living car-free, Katie Alvord's Divorce Your Car could be considered the in-depth version, the one to pick up when you really feel like, well, reading a 320-page book.

Written for the mainstream North American audience—exactly the people who need reaching the most—Divorce Your Car carries the divorce metaphor all through the book, using punny chapter titles like "Falling Head

Over Wheels."

"What does it mean to 'divorce' your car?" Alvord asks in the introduction. "It means leaving behind the kind of relationship in which the car is like a spouse in a dismal marriage—familiar but burdensome, used too often, as hard to shake as a bad

habit—and replacing it with something better."

Hilariously enough, the author's ex-husband wrote the book's preface, pointing out that, just as their once-happy marriage needed to end when the couple started growing in different directions, so does our relationship with the car.

From there the book moves on to explore "How We Ended Up Married to Cars" (Part 1), "Why Our Automotive Marriage is On the Rocks" (Part 2), and "How to Divorce Your Car" (Part 3). Arguably, much of the information in Parts 1 and 2 can be found in many other books on transportation reform. What makes Divorce Your Car different?—its wide spread of information; its timeliness; its positive, proactive message; its resonating reasonableness; and its passionate call for personal action.

CarFree Cities

J.H. Crawford, 2000, International Books, 324 pages

"There's a great new book that I want the whole world to read. It's called CarFree Cities. It's one of those books that make me nod my head while reading, and occasionally say, aloud, "yes!"...The author has done his homework and knows his shit."

- Pete Menchetti, Reno, USA



J.H. Crawford gives a stimulating and thorough example of how a city could be planned to be totally independent from cars. The book starts with a comparison of different city types, with Los Angeles as the extreme auto-centred metropolis and Venice starring as the human-centered, lively

and almost car-free city.

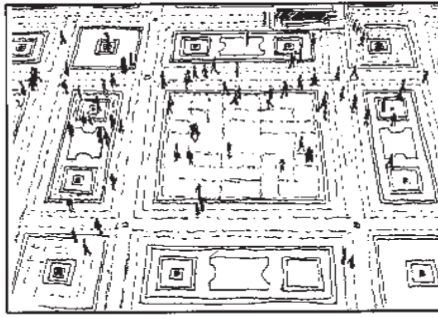
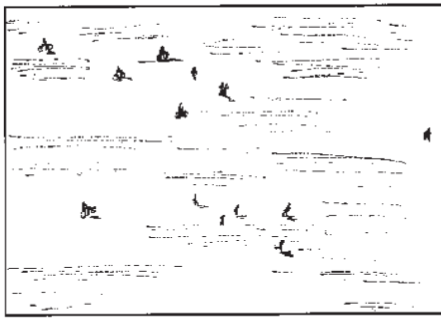
Although the book naturally focuses on transport issues, it also gives a more social perspective on why people would feel better without cars. Various disadvantages with today's municipalities are listed, i.e. the dangers for pedestrians, destruction of social systems and cars requiring vast amounts of space. In my view, this part of the book is one of the highlights, because it gives you concrete arguments why cars are so bad.

Part II of the book contains the "master plan" for building the ideal city. Crawford draws a picture of a high-density neighbourhood centred around a metro stop. From this stop, which can be reached within five minutes on foot, people can reach anywhere within the city in less than 35 minutes. This is made possible by a very effective metro system consisting of "lobes" where metro trains can run every four minutes.

Although the reference design wants to achieve a high-density city, it is remarkable that over 30 percent of the space is reserved for green areas—today car infrastructure takes this 30 percent. One thing you associate with high-density places is tall buildings, but in Crawford's plan there is a height limit of four stories. Sometimes Crawford gets very detailed in this chapter, even discussing the most effective way of storing empty containers in shipping yards after use. But this at least gives him credit for thinking through every detail in his design.

When reading the last part of the book I immediately got excited. It gives a short overview of urban planning theories and people. The author is inspired by Christopher Alexander's A Pattern Language, a book containing methods for developing cities according to human needs. Crawford envisions the possible redesign of Amsterdam as a car-free city, and even takes the challenge of changing Los Angeles into a car-free city.

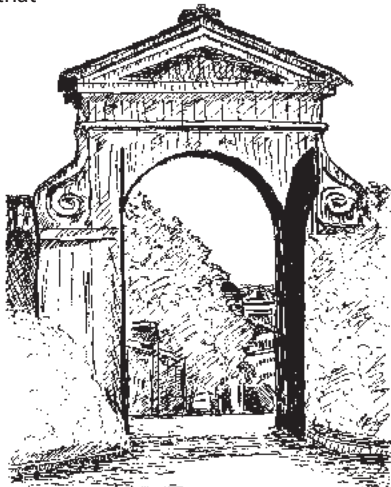
On the whole I find CarFree Cities a very stimulating book for those of us trying to gather support for more human-centred cities (and have something to dream about while drinking tea). The only real downside with the book is the small pictures in the margin; the photos really deserve more room.



These two spaces are the same size. Paving design can break up large, impersonal spaces into more human, bite-sized pieces and impart a sense of "activity" in the space.

continued from page 21
framed in some special way. If one examines streets in Europe one finds a wide range of entryways: symbolic gateways, archways, or sophisticated structures that housed a gatekeeper in days bygone.

Historically, some of these entryways were literally gates in a wall that could be closed to keep unwelcome guests out of a city quarter. They still offer the same message: as you cross the threshold, you are entering someone else's territory and you must act as a guest in that space. Unfortunately, "gated communities" have perverted this design principle by using the entryway as a means of exclusion rather than welcome.



Ceilings

The feeling of enclosure and intimacy in a room is enhanced by a ceiling. You can create a transparent ceiling in a street with banners, overhead sculptures, lanterns, lights, flags [or] trees. If you have trees arching across the road, you can enhance this partial ceiling by hanging art pieces or objects from the branches. Mobiles that move in the wind can make your ceiling more interesting.

Furniture

Furniture in a room can serve multiple functions. It has the immediate function for which it was designed; it can serve an aesthetic function; it can serve a social function (a particular arrangement of

the chairs will encourage conversation, people-watching, or solitary reflection); and the placement of the furniture can help define a space and be used to help

direct traffic flow in the room. All these functions should be kept in mind when designing seating, tables, drinking fountains, or any other furniture items for your outdoor room. n

David Engwicht's book *Street Reclaiming*, from which this article and graphics were extracted, includes many other chapters, such as on how to put in place a neighbourhood street reclaiming programme. The book,

which we recommend, is available from *Car Busters*; see page 22. This and the other articles were reprinted with permission from Pluto Press Australia, Locked Bag 199, Annandale NSW 2038, Australia; <www.socialchange.net.au>.



Thoughts on Induced Traffic and Public Space

Alright, we all know that car traffic expands and contracts to fill the available road space—just as building new roads or widening existing roads allows traffic to expand, reducing the amount of road space available to cars reduces car traffic.

But somehow, although many people are aware of this, the implications of the concept don't seem to be taken into account very often. So far, most alternative transport infrastructure that we've gotten hasn't actually reduced the amount of road space available to cars. It has been added "in parallel"—meaning overhead, underground, or alongside—to car infrastructure. Therefore, alternative transport has tended to leave car traffic levels unchanged, because the amount of space allocated to cars remains unchanged.

Similarly, when a portion of the population reduces or eliminates their car use, and if the freed-up road space is not reallocated away from cars, other people will simply fill the freed-up space with more driving, and car traffic levels remain unchanged yet again. And so planners and citizens go on feeling helpless about their traffic problems.

Therefore, the emphasis must be on reducing the amount of road space available to cars. But it matters not whether the road space taken away from cars is reallocated to alternative transport or to community uses other than transport, such as those listed on page 10. In fact, as David Engwicht explains, the amount of space devoted to movement should be minimised, and therefore the emphasis should not be on transport at all. We perhaps shouldn't even be calling ourselves transport activists. Just look at the virtually car-free city of Old Fes, Morocco—a city of nearly 300,000 people. It has no public transport and no bicycle use, only pedestrians and goods transport by donkey.

Sure, let there be bike lanes. Let there be tram lines. But if we want to create places that invite community interaction—if we don't want our streets to be mere corridors for movement—above all, bring out the street furniture.

So go out into the streets and plant that community garden. Construct that playground. Plop down that life-sized chess set. Put up a community bulletin board. And reclaim our public spaces for public life. n - RG



You don't need a PhD to find out what the PhDs are doing. Car Busters guarantees 100% non-academic language in this section—or your money back.

New Super Greenhouse Gas

English scientists have discovered a gas that is 18,000 times more effective at trapping heat in the atmosphere than CO₂.

SF₅ CF₃, or trifluoromethylsulphur pentafluoride, is a synthetic gas caused by human activity, namely the burning of fuels, although its precise origin is still unknown. Though SF₅ CF₃ is still very rare, occupying just over one-tenth of one part per trillion of air, its concentration is rising quickly, and once airborne, takes more than 1,000 years to break down.

Theories for the gas's origin abound. Some chemists believe the gas was being used secretly in military equipment, specifically in electronics and weapons. Another theory points to the use of the chemical as a tag to track the flow of pollution from smokestacks 30 years ago. However, neither theory identifies a source large enough to explain the present rising concentrations of the gas.

- The New York Times Company

The article can be found at <www.climateark.org/articles>

4x4 Revelations

The Sierra Club, USA has released a brochure revealing a lot of dirty facts about gas-guzzling, carbon-dioxide-spewing SUVs.

For example, switching from driving an average new car to a 13-mile-per-gallon SUV for a year would waste more energy than leaving a refrigerator door open for six years, a bathroom light burning for 30 years, or a colour television turned on for 28 years. Other disturbing factoids in the brochure assert the following:

SUVs put out 43 percent more global-warming pollutants—28 pounds of carbon dioxide per gallon of gas consumed—and 47 percent more air pollution than the average car. Raising the fuel-economy standards for SUVs and other light trucks to equal that of cars would save one million barrels of oil a day.

As the director of the Club said, improving the standards would be a greater benefit than reducing power plant emissions by switching to cleaner fuels and renewable energy or by cutting energy demand with efficient lighting, appliances, and heating and cooling systems in houses, offices and factories.

Unfortunately, SUVs have so far been getting a free ride. Classified as light trucks instead of cars, they don't have to meet the fuel-economy

standards that require running on at least 27.5 miles per gallon.

However, this might soon change significantly. Despite of six years of heavy lobbying of industry against it, since June there is a provision in the Transportation Budget for conducting a study investigating the effects of increasing fuel economy standards for light trucks.

Spokeswoman for the Alliance of Auto Manufacturers, Gloria Bergquist explaining the objections of industry said: "People ask, why can't they just study it? We say this wouldn't be a serious study. The outcome is predetermined because the last time (the Transportation Department) looked at increasing the standards for trucks in 1994, they wanted to raise it by 40 percent, or to 25 miles per gallon. We believe they'd arrive at the same conclusions, and it would be a green light to substantially raise the fuel-economy standards."

For the full report contact Sierra Club, 85 Second St., San Francisco, CA 94105-3441, USA or visit <www.sierraclub.org>.

Mobility and Accessibility:



the Yin & Yang of Planning

The concepts "accessibility" and "mobility" are central to urban and transport planning. However, the concepts are not clearly defined and are often mistaken although they are fundamentally different.

Therefore a new paper by William Ross first defines the words: mobility as tightly connected with motorised transport which usually hinders other means and disadvantages those who cannot drive; and accessibility as a complex term including all kinds of indicators such as urban density, availability and reliability of public transport or financial and time costs of transportation.

Then the paper explores the relationship between the two using a case study of 46 cities in Asia, Australia, Canada, Europe and United States. The conclusion it reaches is not surprising—accessibility is highest in "cities where walking, cycling and public transport use is highest, where per capita car ownership and road space is lowest [and] where population

density is highest."

Put briefly, mobility and accessibility do not complement each other but rather mobility fiercely reduces accessibility. The more you drive the less access there is.

The full version of the article is downloadable from <www.ecoplan.org/wtpp>.

Cycling to Prosperity...

The Interface for Cycling Expertise has published results of a study on Economic Benefits of Cycling. The report is based on case studies from cities of Bogota, Delhi, Morogoro and Amsterdam.

Benefits were divided into internal benefits of cycling policy—better health, employment opportunities, less travel time for cyclists, fewer stolen bikes and less travel costs—and reduced external costs of other modes—less investment in other modes, less congestion and use of space, better quality of life, less pollution, less road accidents.

The study reached clear conclusions. Benefits exceed costs in all cities and the greatest benefits come from improved mobility of cycling; internal benefits are higher than reduced external costs. The results indicate that improved mobility and lower user costs contribute most to the economic significance of cycling facilities.

To obtain the report contact Interface for Cycling Expertise, Predikherenstraat 17, 3512 TL Utrecht, The Netherlands. Fax: +31 30 231 23 84, <i-ce@cycling.nl>.

... Or Cycling as a Suicide?

The World Bank claims that using non-motorised means of transport puts your life at risk because 95 percent of all road accident fatalities are pedestrians and cyclists. Even a pro-bike article in The Observer, September 17, says that "cyclists may be at greater risk of death and injury than other road users." All this seems to suggest that any attempts to talk people into riding instead of driving merely disguise murderous intentions!

However, skeptical Daniel Dignam was suspicious of the rightness of such judgements and by quickly searching the Internet found the following figures on relative risks. These prove that cycling is actually much safer than simple living and definitely safer than driving.

Activity	Fatalities per million hours
Skydiving	128.71
General Aviation	15.58
On-road Motorcycling	8.80
Living (all causes of death)	1.53
Passenger cars	0.47
Water skiing	0.28
Bicycling	0.26

[Ed.: If anyone can tell us how the figures actually work, we'll be grateful!]



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Contacts • Kontaktadressen • Contactos

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web: www.autofrei.de

Bicycle News Agency

International cycling news on-line.
e-mail: editor@bikenews.org
web: www.bikenews.org

Bike Culture Quarterly

Magazine for bike fetishists.
c/o Open Road Ltd.
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York YO10 4PB, U.K.
tel: +(44) 1904-654654
web: www.bikeculture.com

Carfree.com

The car-free web site by the author of the book "Car Free Cities"; produces periodic "Car Free Times" newsletter.
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e-mail: jhc@carfree.com
web: www.carfree.com

The Cyber Cyclery

A wealth of cycling contacts and info, listserves, web sites, etc.
web: www.cycling.org

Car Free Cities Network

A network of about 80 European cities working to reduce traffic.
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web: www.bremen.de/info/agenda21/carfree/

Congress for

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Detour Publications

Mail-order source for books and other resources on transport and urban ecology; free catalogue.
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e-mail: info@detourpublications.com
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Ecocity Builders

Dedicated to rebuilding our cities in balance with nature.
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Ecoplan International

Thinktank on sustainability and urban issues; host of The Commons, an on-line open forum with discussions on car-free days, car sharing, sustainability and more.
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European Cyclists Federation

A network of 50 bicycle users' groups across Europe; EU lobbying; annual Velo City conferences; consultancy services...
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European Federation for Transport and Environment

Lobbying and advocacy for sustainable transport in Europe; network of local groups; publishes free monthly bulletin.
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web: www.malaysiakini.com/sustran

World Transport Policy

and Practice Journal
Quarterly academic journal specialising in innovative sustainable transport research worldwide.
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web: www.ecoplan.org/wtpp/

Also see:

www.redbricks.org.co.uk
www.permaculture.org.uk
www.reclaimthestreets.net

Letters

Lettres • Briefe • Cartas

continued from page 4

instead of a suburbia where people live and a downtown where people work, forcing a commute between the two, homes and workplaces are intermingled so that it is possible to walk or take a short bus trip between the two.

Public transport would be very cheap and regular if money not used for road building was instead invested in public transport, and if more people used public transport, creating a higher "demand."

The redesigning of cities and reclaiming of space from roads, car parks and other car infrastructure, and the high density of housing would free space to be public land—community gardens, parks, sculpture parks, allotments, etc., and provide public space where people can meet, create a true "community" of neighbours and grow some of their own food, making transportation of many "goods" unnecessary.

The transportation required within cities can be done with cargo bikes and goods trains. Intercity transportation can be done by rail or water.

This is a very brief description of how your concerns can be addressed. For a fuller understanding of the redesigning of cities to car-free zones we can only recommend your read J.H. Crawford's Carfree Cities, available through our Resource Centre.

3. With regard to your question "How shall temporarily or permanently disabled people get around?" I should make one thing clear. I do not believe that in today's society, there is never a useful purpose for a car, I believe that the way we currently use them is unsustainable and damaging.

In today's society, which demands so much commute and unavoidable travel then I am quite content for those who have difficulty walking, cycling or using public transport to use a car.

In the long term, the vision is to make these commutes unnecessary: in the future city it is more conceivable that disabled people too will have more freedom of movement without reliance on others, as if it is only a five minute walking distance to where you need to get to, it wouldn't take long to wheel yourself in a chair either. For those who can

use public transport it will be close, frequent and accessible, and for people whose disabilities are so severe they cannot use wheel-chairs or move at all, transportation can still be arranged with bicycles and trailers. As disabled folk tell me, they are capable of anything I am, it just takes imagination to adapt a bicycle to be disabled friendly, and there are many such vehicles in existence already. If the distances to travel are no longer superfluously long, then there really is no problem.

4. Regarding the couch—there are some companies in the U.S. and Canada specialising in sustainable transportation that you can ask to ship that couch for you by cargo bike. Or you can hire one and do it yourself.

I haven't done it, but then, I have no couch. The only limitation is the limitation of the imagination—if you don't want to take the easy option and get it shipped by car or van, you don't have to.

5. Goods can be shipped by rail and water, if we just invest the billions of dollars currently being invested in roads (which further draw us into a car-dominated, car-dependent society) into more sustainable methods. And

use a little commonsense and start producing our own food close to home instead of shipping each vegetable 3,000 miles before it reaches our plate, which is beyond unsustainable and into downright stupid.

This is a brief outline of where we envision the car-free society going. I hope I have addressed your concerns and that you will read further. The car-free society is not a "wacky" vision, but the only way we can remake our society to one which is both people friendly and sustainable.

- Debbie, Car Busters

PROFITING FROM THE PROBLEM

ROD HARBINSON/DEBBIE WATERS

It's upon us—the sixth U.N. summit on climate change is taking place in The Hague this November. Will the delegates agree on methods to cut CO₂ emissions? And if they do, who will profit from it?

The biggest cause of global warming is the carbon emissions caused by our fossil fuel dependence. Throughout the history of U.N. Climate Change negotiations, the need to cut carbon emissions from fossil fuels has been recognised. But there has been much talk and very little action.

Why? Well, Northern industries, with the help of their well-lobbied, supportive governments, have pushed hard to stop any measures which would actually mean cutting back on fossil fuels and, therefore, their astronomical profits.

So, despite the fact that the U.N.'s own Independent Panel on Climate Change

said in 1990 that emissions needed to be cut by 60 percent, corporate pressure (and the weakness of the U.S. government, in particular) has turned the Climate Change negotiations into a mere lobbying circus—maximum cuts in global emissions, as agreed at Kyoto, will amount to no more than 5.2 percent by 2010 and could yet end up considerably less.

And the biggest threat of all is the threat of “flexible mechanisms.” Corporations are aware of the ever-increasing public concern about climate change, and so have consistently sought to develop a Climate Convention in which they can continue to pollute while appearing to be doing something to offset their emissions. Greenwash on the highest scale. The controversial flexible mechanisms suggested at Kyoto are just the answer they always wanted. A package which allows rich, dirty polluters to buy their way out of their obligations to cut emissions and continue business as usual. A package that could very well allow them to pollute even more, and make a tidy profit out of it!

So, let's look at the proposed mechanisms and see what they are, and what they really mean.

1. Emissions Trading: Each country has an emissions allowance. Which is to say, everyone is allowed to pollute a certain amount. Some countries, such as developing nations, do not pollute as much as they are “allowed” to, they have a surplus to their national emissions quota. A surplus which industry hopes, they will sell...

Under proposals being pushed by industry and the World Bank, for a global emissions trading market, polluting countries and corporations will be able to purchase emissions credits to offset CO₂ emissions at home. As this is

likely to be cheaper than investing in cleaner and less polluting technologies, countries and corporations will just buy their way out of their environmental responsibilities and carry on polluting.

Developing countries will themselves have to decide if it is more profitable to cash in on their emissions credits or to pollute more in the run up to the next round of emissions quotas, in the hope of getting an increased pollution allowance because of their high CO₂ output. Which means, more credits to sell after the quotas have been set. Neither scenario encourages real emissions cuts, just profiteering.

2. Joint Implementation: If two countries have signed up to a national emissions target under the Kyoto protocol, they may enter into a Joint Implementation project. This means one country (the rich polluter) finances a project in the other (poor, under-developed) and claims the emissions credits.

The catch? Well, this mechanism allows rich developed nations to fund projects which they, or their national corporations, have the technical expertise to implement. So government funding will pay for national corporations to be contracted in to do the necessary construction. Otherwise called, “more public subsidies to the transnationals.”

The “financier” for the project—the rich country—gets the emissions credits which allow it to continue polluting at home, guilt-free. The developing nation which hosts the project gets...nothing. Well, maybe deforestation, a sudden increase in pollution or massive displacement of local communities, depending on whether the rich West prefers to construct dams and nuclear power stations or plant Genetically Engineered mono-culture forests.

3. Clean Development Mechanism: This is similar to Joint Implementation, but applies to countries which did not adopt a national emissions target at Kyoto. The problems remain the same, the only difference is that the projects will take place predominantly in the global South.

4. Global Carbon Trading: Corporate lobby organisations, such as the Global Climate Coalition and the World Business Council for Sustainable Development, have long pushed the idea to let “market mechanisms” take care of the climate problem. So they were delighted when the idea was put forward for a global carbon trading market.

It's just like the emissions trading, except countries will get the “carbon reduction units” by creating “carbon sinks.” The more



In conclusion, Mr. President, we at Exxon feel that human survival may simply not be economic.

TRANSLATION

Traducción • Übersetzung



Deutsch

Eine Betrachtung des Handels mit Kohlenstoff-Emissionen vor dem Hintergrund der Klima-konferenz (6. November, Den Haag). Dieser Artikel konzentriert sich auf die Rolle

der Industrie, die in den letzten 10 Jahre alle Verbesserungen bei Kohlenstoffemissionen verhindert hat. Er untersucht auch, was die im Kyoto-Protokoll vereinbarten "Flexiblen Mechanismen" wirklich bedeuten. Der Artikel erklärt was der Emissionenhandel, die gemeinsamen Projekte, die Mechanismen für saubere Entwicklung und der globale Kohlenstoffhandel sind, was sie wirklich bedeuten und zeigt einige Projekte die helfen sollen, die Kohlenstoffemissionen zu beschränken, wie z.B. Talsperren, Atomkraft und genetisch manipulierte Baumplantagen. Er zeigt, dass die Talsperren und Baumplantagen soviel Kohlenstoff produzieren könnten wie sie angeblich resorbieren sollen, und wie die Plantagen Naturwäldern schaden können. Das alles für den Profit einiger Firmen, zum Nachteil der Armen und der Natur. n



Español

Un vistazo al mercado del carbono con respecto a la Conferencia de O.N.U. sobre el Cambio Climático que se celebra el 6 de Noviembre en el Hague. Este artículo se

concentra en el hecho que las industrias han ya diez años impedido cualquier cambio signifiante en cuanto a emisiones carbonadas, y examina el significado verdadero de los "mecanismos flexibles" cuales se conducen por el protocolo de Kyoto. El artículo informe sobre el significado y las consecuencias de todos los mecanismos y menciona algunos proyectos industriales que nos deben ayudar a restringir las emisiones carbonadas, como embalses, energía nuclear y plantaciones de árboles con modificaciones genéticas. Se explica como los embalses y plantaciones genéticas podrían producir tanto mucho carbono como deberían presuntamente restringir en las emisiones, y también como las plantaciones podrían acarrear talas más rápidas de los bosques naturales restantes. Y todo esto solamente para el lucro de algunas empresas en detrimento de los pobres y la naturaleza. n

carbon sinks, the more credits you can sell. A carbon sink is anything that can legitimately be claimed to help absorb carbon that would other-wise further fuck up the planet's climate. A vast stretch of forest for example.

Carbon trading would operate in a similar way to the stock market, allowing carbon reduction units to be globally traded via stock exchanges and at high speed—reaping massive profits for capital players.

If it goes ahead, it will be big business—one of the proponents of the system, the World Bank, projects that by 2020 global trade in carbon credits could be as much as \$150 billion. All major stock markets are currently developing plans to set up carbon exchanges and cash in on the game. And it seems there will be carbon for sale—Costa Rica has already set up a National Carbon Fund.

This potential commercialisation of carbon emissions should be hugely opposed by all. It will further allow corporations control and autonomy above and beyond civil society or national governments. Transnational capital would dominate and control the system, making accountability extremely difficult. Maintaining any kind of meaningful monitoring of either the system or the legitimacy of the credits would become impossible in a situation where credits were changing hands at incredible speed and frequency.

The Profit Margin. Before we get to that stage, however, delegates at the Climate Convention have to be convinced that there are industrial projects out there that will have long term value in reducing net carbon emissions. We do still need to cut by 5.2 percent after all.

Several industries are claiming their role as useful alternatives to fossil fuel dependency that help in the fight to cut carbon emissions. The nuclear industry, for example. Fortunately for us, even the U.N. has stated that the prospect of replacing fossil power with nuclear power poses "unacceptable risks."

Other industries, however, seem to have a more legitimate claim. Take hydro-electric dams, for example. They have the potential to replace fossil fuel generated electricity. But dams are still not necessarily contributing to carbon emission reduction, as they also often flood huge areas of forest which then rots and releases CO₂ and methane.

And industrial forestry is even less likely to help, no matter what the proponents claim. It is the latest global trend—buying a forest as a carbon sink and you get carbon credits. Corporations such as Shell love it, so we should be questioning why.

Why? Well, because it is a potential double earner—reaping both credits and raw material. Still don't get it? Well, Shell and other corporations are not about

helping us permanently protect the world's remaining forests by buying them up as carbon reserves. They will invest in forest lands which are either existing monoculture plant-ations or will quickly transform them into plantations. That way they can get carbon credits and a hefty profit when they cut the trees and replant another monoculture plantation.

The fact that carbon from cropped plantation trees is very soon returned to the atmosphere, once consumed as paper or wood, is something they don't want us to think about. Nor the fact that monoculture plantations cause a great deal of social and environmental destruction—including loss of biodiversity and the displacement of local people. And the fact that destroying old growth forests to make way for plantations of young trees results in a massive release of carbon into the atmosphere is something they defin-ately don't want discussed.

Especially as, right now, the timber and fossil fuel industries are working hard to get their faulty science codified in the Kyoto Protocol. They want to rig the agreement's carbon accounting system so that forests which are cut down are not counted as carbon emissions as long as they are replanted. This would create a system of perverse rewards which would subsidise the conversion of the world's last remaining native forests into monoculture plantations.

What can and cannot be claimed as a legitimate carbon sink or offset will be hotly negotiated in The Hague's Climate Conference. In terms of definition there is still much to play for. Industry will be pushing to maximize the spectrum of projects they can invest in and claim credits from. Many of these projects may realistically offer only short-term emissions reductions, and like all development projects run for corporate profit are bound to have unforeseen consequences that may end up increasing emissions and global suffering.

Thousands of delegates and lobbyists and environmental NGOs, will be locked into negotiating the minutiae of such details. Yet, it is an agreement that has failed to even scratch the surface of the real problem of carbon emissions reduction before it is even ratified.

If that's the best the supposed representatives for a world in crisis can come up with, it's about time they thought again. Carbon reduction is not and issue to be compromised over, or profitted from. n



CAR BUSTERS AIMS TO BUILD AND MAINTAIN THE INTERNATIONAL CAR-FREE MOVEMENT. THE MAGAZINE IS PUBLISHED QUARTERLY TO FACILITATE EXCHANGE AND COOPERATION AMONG ACTIVISTS AND CAMPAIGNERS, REACH OUT TO A WIDER PUBLIC, INSPIRE NEW ACTIVISTS AND CHANGE THE WORLD.



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Announcements

Annonces • Anzeigen • Anuncios



Have something to announce? Send it in by the next deadline. Believe it or not, it will cost you nothing.

The Activists Media Toolkit

This 32-page booklet is the essential resource for anyone involved in campaigning and activism. It gives the low down on using the media—covering everything from writing press releases and being interviewed to selling pictures and video to the mainstream and starting up your own local newsletter.

This is combined with a totally up-to-date database with direct phone and fax numbers for over 300 U.K. national and regional media (print, TV and radio) and listings for trade press, magazines and alternative media. The database also comes on disk, ready to import into your fax software for sending press releases.

Available for only £2.50 from: The Activists Media Toolkit, 16B Cherwell St., Oxford, OX4 1BG, United Kingdom. For more info contact: <info@toolkits.org.uk> or see <www.toolkits.org.uk>.

Get Well Soon

An activist of Ecologistas en Accion, has become another victim of the car. Juan García Vicente, whom you might remember as the "Madrid Green Mole" from Car Busters #4, was rushed over by one of the 65,000 cars that circulate everyday through "Casa de Campo." This big natural area at the east of Madrid is supposed to be for the public use and enjoyment of all the people of Madrid.

This incident is not unique, as every year dozens of pedestrians and cyclists are run over by cars at this place. What makes this event special, and dreadfully ironic, is that

Juan García Vicente has been campaigning for more than 10 years to stop traffic in Casa de Campo.

Fortunately he was not very seriously injured and is now anxious to recover fully and return to his tireless anti-car activism.

Oregon's Success Revealed

Do you want to know how 1,000 Friends of Oregon helped Portland grow, say no to a big highway and stay healthy? Can a city grow and protect its health, land, environment and quality of life without building new suburban freeways? The answer in Portland, Oregon, is yes!

And if you visit the web site <www.friends.org/lutraq.html>, you can find out how they did it. You are even encouraged to print whatever you like off the site and use for your own campaigns.

Shed Your Car

At <www.freonet.net.au/shed-your-car/> you will find details about the exciting "Shed Your Car Day," which will be held in Fremantle, Western Australia, on November 29. The organisers believe this will be the inaugural Australian car-free event and ask for any kind of support.

Contact John Pinkard at P.O. Box 983, Fremantle, Western Australia 6959; tel: +(61) 8-9433-3090; or send an e-mail to <aspect@opera.iinet.net.au>.

Conferences and Seminars:

- Seminar on Accessibility and Rural Development Planning, November 25-26, Birla Institute of Technology and Science in Bits Pilani, India. Various government departments, researchers, academicians and NGOs in India have been working on different aspects of rural development planning and applications. The main objective of the seminar is to bring together all the

stakeholders on a common platform to share their experiences, throw more light on the advances in integrated rural accessibility and development planning and examine the possibilities of application of recently developed tools.

The topics of the seminar include rural road network planning, labour-based road construction and maintenance, utility of non-motorised transport modes in rural areas, economic and social impact assessments of alternative solutions in multi-sectoral planning and special rural accessibility problems in desert, mountainous and flood-prone regions. For more info, e-mail <asarkar@bits-pilani.ac.in> or visit <www.bits-pilani.ac.in>.

- Seventh International Conference on Urban Transport and The Environment for the 21st Century, May 14-16, 2001, Lemnos, Greece. The organiser Wessex Institute of Technology is calling for papers. Wessex Institute of Technology (WIT), Ashurst Lodge, Ashurst, Southampton SO40 7AA, U.K.; tel: +(44) 238-029-3223; e-mail: <kneal@wessex.ac.uk>; web: <www.wessex.ac.uk>.

- Pan African Bicycle Conference, November 21-25, 2001, Jinja, Uganda. The conference will provide an opportunity to share experiences among all bicycle mobility promoting initiatives in Africa and elsewhere in the world. Also new strategies towards creating a common approach considering non-motorised mobility, particularly with a focus on bicycles will be discussed.

The organiser, First African Bicycle Information Office, invites anyone interested in the idea to submit their input. If you wish to get involved or simply receive more info, contact: FABIO - First African Bicycle Information Office, P.O. Box 1537, Jinja, Uganda; tel: +(256) 43-121-468; e-mail: <fabio@source.co.ug>.

Bust-Announcements

Bumper Issue Coming!

As you see, we have successfully survived both September 21 and 26 with no apparent damages. However, due to all the mess we are "a bit" late again. Since there is no real excuse for such outrageous behaviour, we've decided to give you a treat in the spring issue of some more pages (poor translators!). Hooray! So, sharpen your keyboards and send any interesting stuff in by January 15.

Randy's Leaving Home...

So the day has come, Randy Ghent, founder of Car Busters, life-time transport campaigner and all-round good guy, is leaving us here in Prague. As the -25°C temperatures make our teeth chatter, Randy is jetting off to sunny Down Under to team up with his girlfriend, ex-Carbie Domenica Settle in Melbourne.

"I am gutted to be leaving the guys in Prague," he commented, tearfully. "But I'm actually staying on full-time from the Land of Oz, which means we're now officially a multinational corporation."

So we here in Prague would like to raise our pivos to Randy and say good on you lad, it's been great working with you and best of luck for the future. We also wanted to share this rather fetching photograph. You see how big a sacrifice Randy's willing to make for the sake of fundraising.



"Tiger balm on your nipples, anyone? Merely one Eco for a long-lasting burning sensation!"



40